

77 02122

UKIAH GENERAL PLAN

INSTITUTE OF GOVERNMENTAL
STUDIES

JUN 10 1977

UNIVERSITY OF CALIFORNIA

UKIAH GENERAL PLAN

city planning ukiah
[ukiah city council]

Prepared By

 **LAMPMAN
ASSOCIATES**
GOVERNMENTAL CONSULTANTS
MANAGEMENT • PLANNING • ENGINEERING

August, 1974

77 02122

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

ACKNOWLEDGMENTS

CITIZENS' ADVISORY COMMITTEE

Ray Hudson, Chairman

Ed Bean, Vice Chairman

Alice Allen

Bob Axt

Carmen Cristie

Bruce Crook

Dean DeVries

Bill Fernandez

Pat Gein

Jim Holland

Leon Hooper

Michaela Howard

Bob Levy

John Maudlin

Joe Mayfield

Joe Scott

Dave Spencer

Pat Villarica

Duane Wells

Woody White

CITY COUNCIL

Lorraine Pearson, Mayor

Sterling Norgard

Jack Simpson

Gary Weinkauff

Barry Wood

PLANNING COMMISSION

Albert B. Norris, Chairman

Roy G. Albright

Robert Cannon

Colette Morris

Clyde Oakes

Mrs. Lee Sandelin

Chaplin A. Williams

CITY STAFF

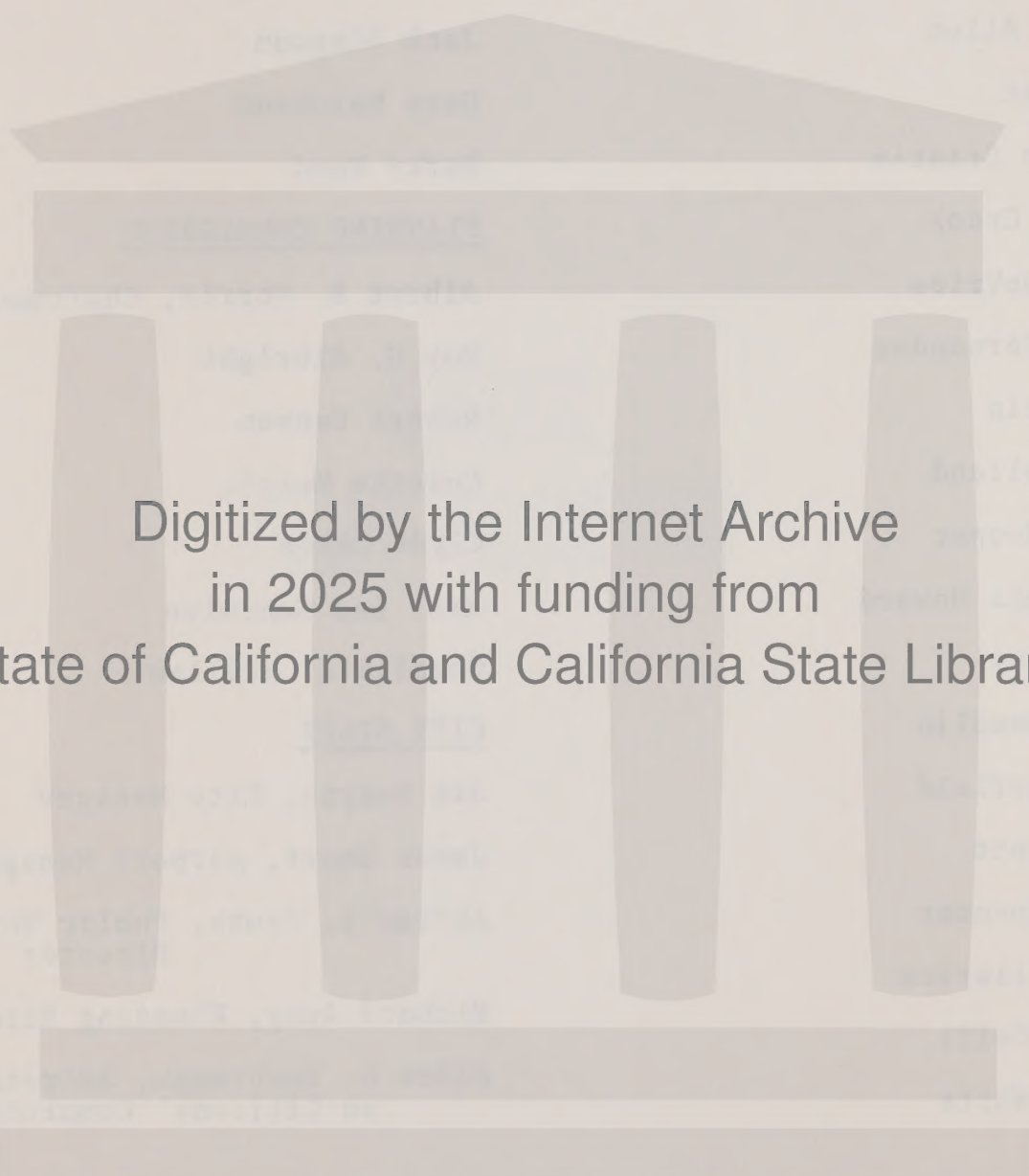
Jim Swayne, City Manager

James Smart, Airport Manager

Alfred S. Kruth, Public Works
Director

Richard Avey, Planning Director

Alice H. Yarbrough, Secretary
to Citizens' Committee



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C123320433>

TABLE OF CONTENTS

	PAGE
I INTRODUCTION	3
The General Plan Process	5
II SUMMARY	7
III RECOMMENDATIONS	10
IV GOALS	11
Annexation	11
Agriculture	11
City/County Cooperation	11
City Airport	12
Community Identity	12
Industry	12
Commerce	12
Transportation	13
Residential Areas	14
Social and Cultural Environment	14
Open Space and Conservation	15
V POLICIES	17
Introduction	17
Policy Definition	17
VI PLAN OVERVIEW	21
Population	21
VII LAND USE	23
Introduction	23
Goals	23
Policies	24
Residential Densities	25
Proposed Land Uses	28
Action Program	29
VIII CIRCULATION-TRANSPORTATION	31
Introduction	31
Goals	31
Policies	32
Definitions	32
Existing Conditions	33

VIII	CIRCULATION-TRANSPORTATION (Continued)	
	Problems	33
	Arterial Circulation	35
	Action Program	37
IX	COMMUNITY FACILITIES	39
	Introduction	39
	Goals	39
	Schools	41
	Police and Fire	42
	Civic Center	43
	Cemetery	43
	Fairgrounds	43
	Community Recreation Center	44
	Action Program	44
X	HOUSING	45
	Introduction	45
	Goals	45
	Policy	46
	Housing Problems, Obstacles, and Constraints	46
	Statistical Background	47
	Home Ownership	47
	Housing Type	47
	Age of Housing	48
	Services	48
	Housing Size	48
	Monthly Rent	50
	Housing Values	50
	Family Income	51
	Race	52
	Cost of Housing	52
	Housing Alternatives	54
	Housing Distribution	54
	Implementation	56
	Action Program	57
XI	OPEN SPACE-CONSERVATION	59
	Introduction	59
	Goals	60
	Policies	62
	Definitions	62
	Hazards	70
	Greenbelt Corridors	71
	Action Program	72

TABLE OF CONTENTS (Continued)

PAGE

XII	RECREATION	75
	Introduction	75
	Goal	75
	Policy	75
	Definitions	75
	Existing Parks	76
	Standards	77
	Deficiency Analysis	77
	Trails/Linkages	78
	Action Program	81
XIII	SCENIC HIGHWAYS	83
	Introduction	83
	Goal	85
	Policy	85
	Criteria	85
	Scenic Routes	92
	Action Program	92
XIV	SEISMIC SAFETY	95
	Introduction	95
	Policy	95
	Scope	96
	Seismic Activity	96
	Action Program	97
XV	SAFETY	99
	Introduction	99
	Policy	99
	Fire Hazard	100
	Flood Hazard	101
	Steeply Sloping Land	101
	Airport Clear Zone	101
	Structural Deficiencies	101
	Action Program	102
XVI	NOISE	105
	Introduction	105
	Goal	107
	Policy	107
	Noise Levels	107
	Action Program	107

TABLE OF CONTENTS (Continued)		PAGE
XVII	COMMUNITY DESIGN	109
	Introduction	109
	Goal	110
	Policies	110
	Definitions	110
	Action Program	112
XVIII	IMPLEMENTATION TECHNIQUES	117
	Federal Funding Programs	117
	Regulatory Powers	118
	Acquisition Techniques	119
	Other Techniques	120

LIST OF ILLUSTRATIONS

	PAGE
Figure 1 LOCATION MAP	2
Figure 2 GENERAL PLAN PROCESS	4
Figure 3 PLANNING AREA BOUNDARIES	8
Figure 4 NEIGHBORHOOD BOUNDARIES	26
Figure 5 CIRCULATION PLAN	36
Figure 6 EXISTING COMMUNITY FACILITIES	40
Figure 7 OPEN SPACE/CONSERVATION	61
Figure 8 AGRICULTURAL RESOURCES	65
Figure 9 NATURAL RESOURCES	66
Figure 10 PROPOSED SCENIC ROUTES	84
Figure 11 NOISE CONTOURS	106
 GENERAL PLAN MAP	 In Pocket at End of Report

LIST OF TABLES

	PAGE
TABLE I	PROJECTED ULTIMATE POPULATION 22
TABLE II	RESIDENTIAL DENSITY CATEGORIES 25
TABLE III	PROJECTED DWELLING UNITS BY RESIDENTIAL NEIGHBORHOODS 27
TABLE IV	SUMMARY OF PROPOSED LAND USES 28
TABLE V	INTERSECTIONS HAVING OVER 10 ACCIDENTS BETWEEN 1969 AND 1971 COMPARED TO SAME INTERSECTIONS IN 1973 34
TABLE VI	PRESENT SCHOOL ENROLLMENTS 41
TABLE VII	PROJECTED SCHOOL ENROLLMENTS 42
TABLE VIII	COMPARISON OF HOUSING TYPES IN UKIAH, MENDOCINO COUNTY AND THE STATE IN 1970 . 47
TABLE IX	COMPARISON OF AGE OF HOUSING IN UKIAH, MENDOCINO COUNTY AND THE STATE IN 1970 . 48
TABLE X	COMPARISON OF HOUSING SIZE IN UKIAH AND MENDOCINO COUNTY IN 1970 49
TABLE XI	COMPARISON OF MONTHLY RENT IN UKIAH, MENDOCINO COUNTY AND THE STATE IN 1970 . 50
TABLE XII	COMPARISON OF VALUE OF HOUSING IN UKIAH, MENDOCINO COUNTY AND THE STATE IN 1970 . 51
TABLE XIII	COMPARISON OF FAMILY INCOME IN UKIAH, MENDOCINO COUNTY AND THE STATE IN 1970 . 51
TABLE XIV	RACIAL DISTRIBUTION IN UKIAH IN 1970 . . 52
TABLE XV	ANNUAL COMPARISON OF COST OF HOUSING FROM 1963 TO 1973 IN UKIAH 53
TABLE XVI	COMPARISON OF AVERAGE MONTHLY HOME PAY- MENTS IN 1963 TO 1973 IN UKIAH 53
TABLE XVII	COST COMPARISON OF VARIOUS TYPES OF HOUSING 55

LIST OF TABLES (Continued)

PAGE

TABLE XVIII	SUMMARY OF ACRES OF CLASS I, II AND IV AGRICULTURAL SOILS	64
TABLE XIX	OPEN SPACE FEATURES IN UKIAH PLANNING AREA	67
TABLE XX	PARKS WITHIN UKIAH PLANNING AREA	76
TABLE XXI	PARK STANDARDS	77
TABLE XXII	PARK NEEDS	78
TABLE XXIII	PROPOSED LOCAL PARK SITES	79

UKRAINE
GENERAL PLAN

INTRODUCTION

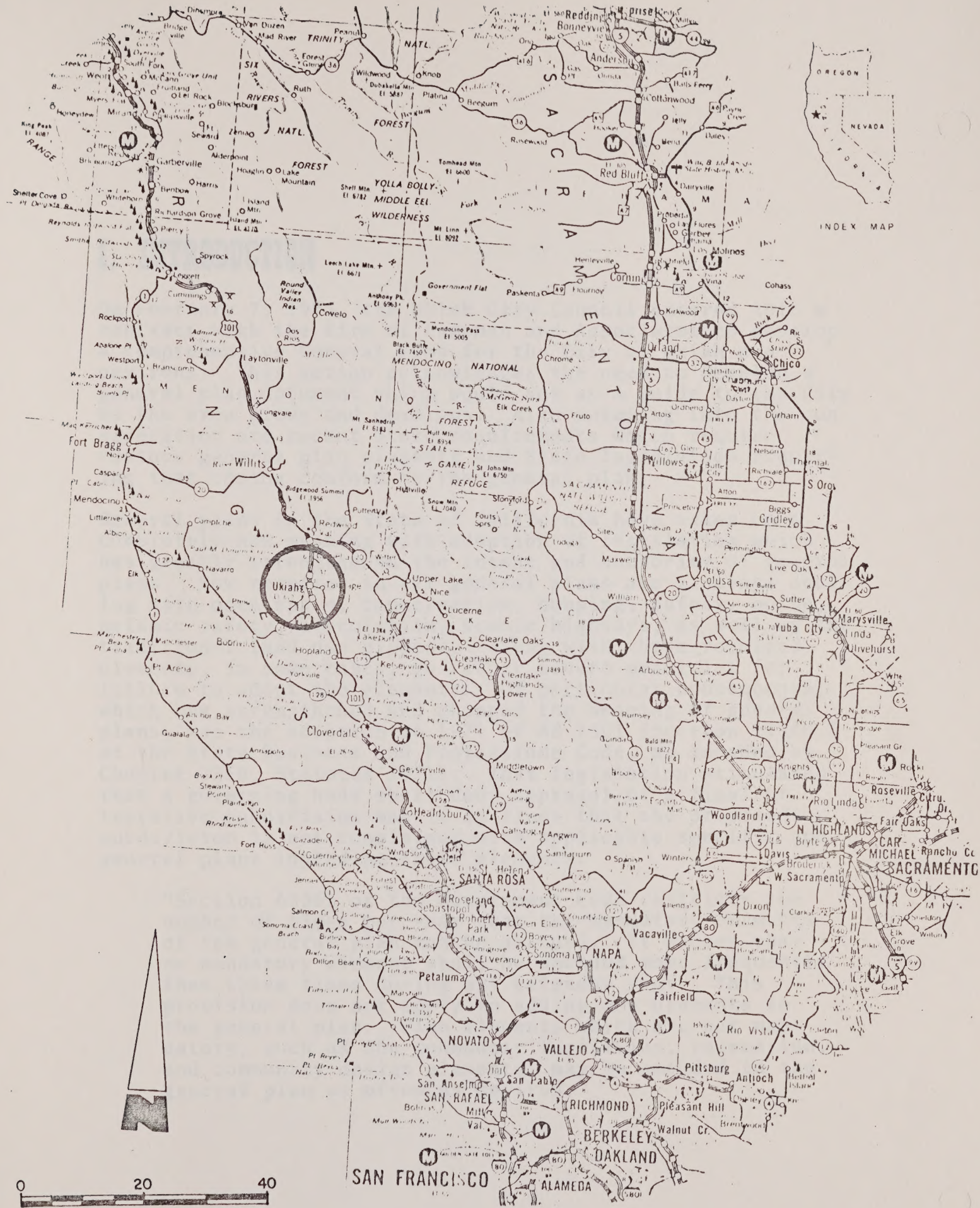
SUMMARY

RECOMMENDATIONS

UKIAH GENERAL PLAN

DATE: 10/10/00

LOCATION: MAP



INDEX MAP

LAMPMAN & ASSOCIATES
GOVERNMENTAL CONSULTANTS
MANAGEMENT PLANNING ENGINEERING

LOCATION MAP UKIAH, CALIFORNIA

I. INTRODUCTION

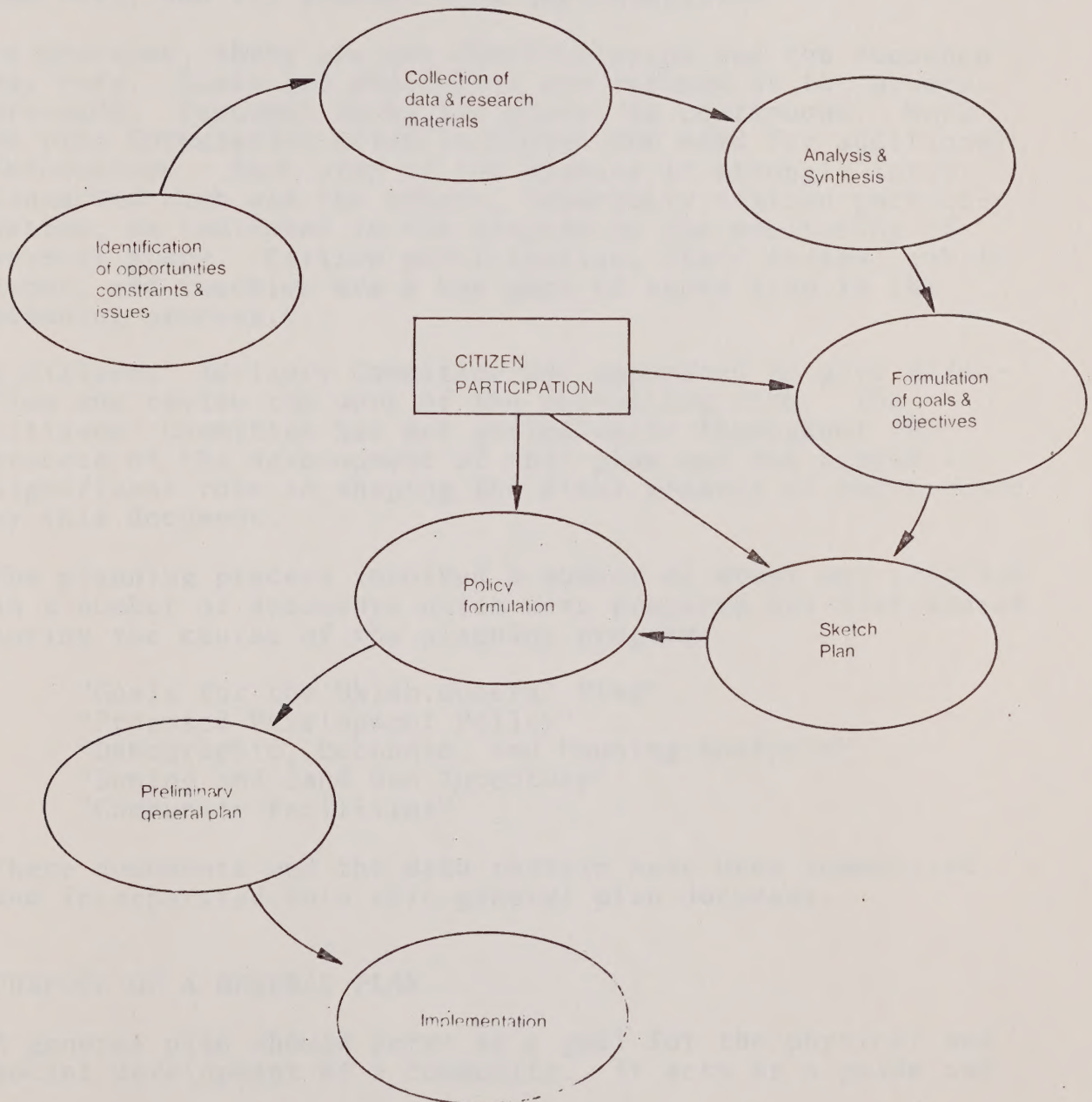
On February 7, 1973, the Ukiah City Council entered into a contract with the firm of Lampman and Associates to develop a comprehensive General Plan for the City of Ukiah and environs. This action acknowledges the need to develop a general plan document which would act as a guide to the City as the area grows and develops. Also entering into the consideration are recent State requirements which require various general plan elements and State legislation requiring that zoning conform to the general plan.

General plans in the State of California have taken on a completely new meaning with adoption of legislation which has greatly strengthened the intent and authority of general plans. Now required in all general plans are elements dealing with open space, conservation, housing, safety, noise, seismic safety, circulation, scenic highways, as well as the traditional land use element. Along with these required elements, in some cases, go rather severe penalties for failure to adopt the elements. Of particular consequence, which has strengthened and changed the meaning of general plans, was the adoption in 1971 of AB 1301 (Section 11549.5 of the State Business and Professions Code, as amended by Chapter 1556, Statutes 1971). That legislation stipulated that a governing body shall deny approval of a final or tentative subdivision map if it finds that the proposed subdivision is not consistent with applicable specific and general plans including their elements.

"Section 65361 of the Government Code restricts the number of times per year that the mandatory elements of the general plan can be amended. It states that no mandatory element shall be amended more frequently than three times during any calendar year. This provision does not apply to adding new elements to the general plan. Plan elements which are not mandatory, such as the community facilities, recreation, and community design elements, may be amended to the general plan as often as desired."

GENERAL PLAN PROCESS

The steps undertaken in the process of developing a general plan are outlined below:



THE GENERAL PLAN PROCESS

The general plan process illustrated in Figure 2 can be conceptually divided into the following steps: (1) Identification of opportunities, constraints, and issues; (2) collection of data and research materials; (3) analysis and synthesis of research materials; (4) formulation of goals and objectives; (5) sketch plan development; (6) policy formulation; (7) formulation of preliminary general plan map and text; and (8) general plan implementation.

In practice, these are not discrete steps and the sequence may vary. Goals and objectives are refined as the process proceeds. Feedback among the phases is continuous. Work on plan formulation often indicates the need for additional information. Each step of the process is strongly interconnected with all the others, especially citizen participation, as indicated in the diagram by the monitoring of several steps. Citizen participation, staff review, public input, and reaction are a key part of every step in the planning process.

A Citizens' Advisory Committee was appointed to give direction and review the work of the consulting firm. The Citizens' Committee has met periodically throughout the process of the development of this plan and has played a significant role in shaping the final product as represented by this document.

The planning process involved a number of steps and resulted in a number of documents which were prepared and distributed during the course of the planning program:

- "Goals for the Ukiah General Plan"
- "Proposed Development Policy"
- "Demographic, Economic, and Housing Analysis"
- "Zoning and Land Use Inventory"
- "Community Facilities"

These documents and the data therein have been summarized and incorporated into this general plan document.

PURPOSE OF A GENERAL PLAN

A general plan should serve as a goal for the physical and social development of a community. It acts as a guide and

aid in the official and unofficial decision making processes within a community.

The General Plan should be seen as a long-range policy document for the City of Ukiah and, as such, is intended to provide a broad base of policy for guiding decisions in regard to land use, housing, circulation, environmental quality, wise use and conservation of resources, safety, and other related factors. Although zoning within the City limits must be compatible with the policies of the City's General Plan and generalized land use relationships indicated graphically on the General Plan Map, it is the Zoning Ordinance, not the General Plan, that establishes the specific legal restrictions on what uses are permitted under what set of conditions on a given parcel of land.

II. SUMMARY

The Ukiah General Plan covers a planning area which stretches from above Lake Mendocino in the north to just below Boonville Road in the south and from ridge to ridge on the east and west - an area of approximately 47,133 acres. Figure 3 defines the boundaries of the planning area.

The planning area indicated on Figure 3 was selected for study purposes to consider the areas surrounding Ukiah that would have an impact on the ultimate development of the City. The City's specific sphere of influence and staging of development should be developed following the adoption of this plan and must be based on a detailed analysis of the public investments and improvements necessary to implement the plan.

The General Plan is designed to accommodate an eventual population of approximately 28,000 people, 20,000 of which is existing population located throughout the planning area. The plan and population are based upon a growth policy which recognizes that growth will occur but will be permitted in an orderly and regulated manner, preserving and enhancing the environmental quality of the area.

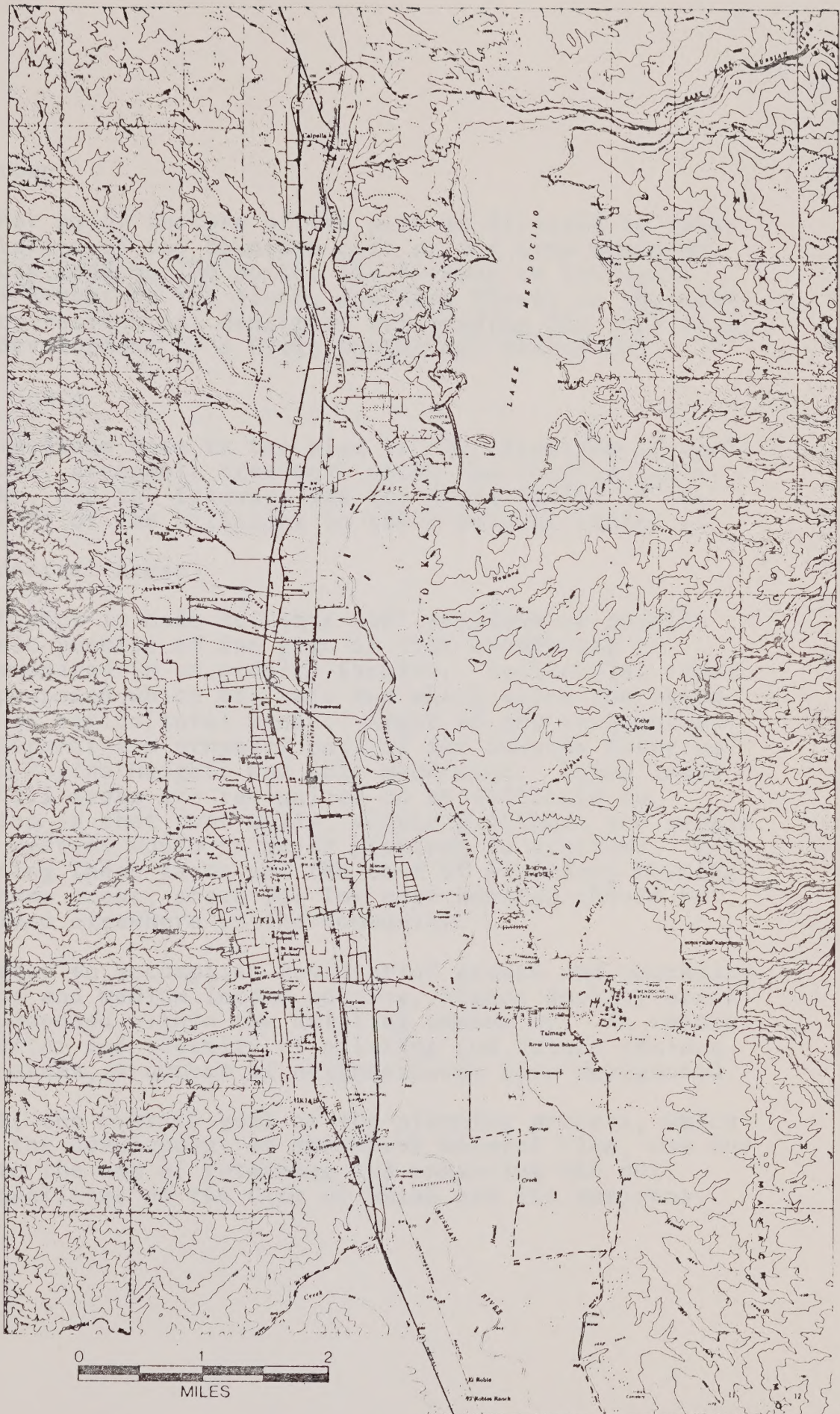
Key features of the General Plan are outlined below:

1. Circulation/Transportation

The orderly development of the community will depend upon a vastly improved circulation system. Primary emphasis is given to east-west circulation and recommendations are made for additional east-west arterial streets and grade separations at the intersections of the railroad and arterial streets.

Emphasis is placed upon strong zoning controls on land surrounding the airport to retain the land in non-residential uses.

UKIAH, CALIFORNIA



**LAMPMAN &
ASSOCIATES**
GOVERNMENTAL CONSULTANTS
MANAGEMENT PLANNING ENGINEERING

FIGURE 3

Planning Area Boundaries

2. Downtown

Another major feature of the plan is directed to rehabilitation of the downtown core or the area bound by Low Gap Road on the north, the freeway on the east, Gobbi Street on the south, and Dora Street on the west. Higher residential densities surrounding the core area and development of a Civic Center are called for.

3. Open Space

Of immediate note in the plan is the retention of agriculture, greenbelt treatment along the Russian River, creeks, and the freeway; and the preservation of the majority of the hillsides in their natural state.

4. Residential Areas

No attempt is made to "shut out" residential growth. A basic premise of the plan is that growth can be accommodated in an orderly fashion. Residential areas are proposed which are safe and which allow the retention of agricultural lands. Areas of new residential development are proposed east of the Russian River between Rogina Heights and Lake Mendocino. These lower foothill areas are recognized to be difficult to develop in that poor soils, access problems, and septic tank systems would be major problems to overcome. Considering these facts and the cost of providing housing in these areas, areas for low cost housing should be provided elsewhere in the community.

In order to accomplish residential growth and upgrading of low and medium income housing, higher density areas are proposed within the existing community. To retain character and identity of existing and future residential areas, a number of neighborhoods were designated.

In general, the overall goal of the planning process, which went into the development of the Ukiah General Plan, was one directed to the end of retaining and enhancing the outstanding qualities of the City of Ukiah and its environs.

III. RECOMMENDATIONS

1. Adopt this General Plan as the official general plan document of the City of Ukiah.
2. Review all zoning within the City and rezone to conform to this plan.
3. Forward certified copies of this plan, as adopted, to the State Resources Agency, and all appropriate State departments.
4. Forward certified copies of this plan, as adopted, to the Mendocino County Local Agency Formation Commission, the Mendocino County Planning Department, and other appropriate County agencies.
5. Adopt those recommendations throughout this plan which are designed to initiate the implementation of the various elements.
6. Initiate detailed study of the downtown core to include particular attention to potential redevelopment proposals and low income housing potential.
7. Review the plan every two years.

IV. GOALS

GOALS

The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.

1. The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.
2. The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.

GOALS

The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.

1. The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.
2. The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.

GOALS

The City of Chicago is committed to the goal of providing a high quality of life for all its residents. This commitment is reflected in the City's policies and programs, which are designed to promote the health, safety, and general well-being of its citizens.

GOALS

IV. GOALS

ANNEXATION

Accepting the premise that the community of Ukiah will grow in land area and population, the City should consider the following goals as necessary in order to provide the optimum orderly growth from annexation:

1. The City should welcome annexation of appropriate areas within the greater Ukiah planning area.
2. The City should enhance its own character, image, and economic base by making it attractive for adjacent areas to annex to Ukiah.

AGRICULTURE

Recognizing the important contribution agricultural production makes to the Ukiah Valley, the City should adopt the following agricultural goals:

1. The City should designate prime agricultural areas as open space for resource managed production within the planning area.
2. The City should direct urban expansion toward non-prime agricultural lands.

CITY/COUNTY COOPERATION

It should be the goal of the City to promote the widest possible range of cooperation between the City and Mendocino County regarding general plan and land development matters, particularly in defining the City's area of influence and planning matters as they pertain to that area.

CITY AIRPORT

It should be the goal of the City to continue the current level of service at its existing airport.

COMMUNITY IDENTITY

It should be the goal of the City to seek ways to promote an identity for Ukiah distinguishable from other communities of similar size and population through such measures as sign controls, landscaping, provision of scenic entryways, etc.

INDUSTRY

Accepting the premise that the community of Ukiah will develop industrially, as well as residentially and commercially, the City should consider the following goals as necessary to provide the optimum growth in this area:

1. Appropriate clean industrial uses should be developed in suitable areas within and around the City.
2. The City's policy toward industrial development should be to lend its resources in assisting the expansion of existing industry and encouraging the most desirable types to locate in the Ukiah area.
3. The City should seek a cooperative working relationship with all other governmental agencies which play a role in industrial development.

COMMERCE

Recognizing the important contribution the business community makes to its economy, the City should offer its encouragement and support to the business located within Ukiah's sphere of influence. A dynamic business community will be enhanced through direct attention to the aesthetic appearance and efficiency of the general business district. The City should adopt the following commercial goals:

1. The "downtown core" should experience a drastic face-lifting through a far reaching urban revitalization project which would include shopping malls, pedestrian

and bike paths, efficient traffic movement, and adequate parking facilities.

2. Placement of appropriate future public buildings should be in the core of the City and augment efforts to provide aesthetic appeal to the downtown area. In so doing, traffic, circulation, and parking in the downtown area must be considered and solutions pursued.
3. Future commercial zoning should encourage centralization of the business community and discourage scattered development.

TRANSPORTATION

Recognizing that transportation plays a key role and exerts a natural influence upon any considerations of economic growth, the City should adopt the following goals in the area of transportation:

1. Additional north-south circulation routes with adequate ingress and egress facilities to enable motorists to move into and out of the City efficiently should be pursued with vigor. Possible treatment of existing streets should be considered to alleviate traffic problems along existing north-south routes.
2. The flow of internal traffic should be improved with possible use of one-way streets and boulevards.
3. Parking facilities for downtown business must be extended to provide convenience to all areas of the downtown business community.
4. The City should consider a grade separation project for the Northwestern Pacific Railroad and its several at-grade traffic crossings.
5. The City should provide adequate pedestrian and bicycle routes and facilities to provide for non-motorized circulation and consider an equestrian, pedestrian, and bike path system program tied closely to the school, park, and recreational aspects of the City and environs.
6. The City should discourage further commercial development

west of Oak Street between Mill Street and Low Gap Road to prevent the intensification of existing transportation problems.

RESIDENTIAL AREAS

Recognizing that the community will increase in numbers of people, the City should adopt the following goals as necessary to provide the optimum development in this area:

1. Planning for residential use should provide a variety of housing to meet needs of families of varied age and income.
2. Neighborhood "personality" should be encouraged where residents wish to retain a distinct or special local atmosphere peculiar only to that area.
3. The City should encourage residential development to take place in those areas least harmful to the environment and to encourage appropriate hillside development for most of the future growth.
4. To promote and insure provisions of adequate housing for all persons regardless of income, age, race, sex, or ethnic background.
5. To promote and insure the provision of a housing selection by price, type, and location.
6. To promote and insure the open and free choice of housing for all.

SOCIAL AND CULTURAL ENVIRONMENT

Recognizing that the social and cultural environment of a community is vital to its success as a desirable place to live and grow, the City should adopt the following goals:

1. Cultural opportunities and community activities for citizens of all ages should be encouraged throughout the entire spectrum of community life.
2. Ways of public communication should be encouraged and improved, such as "town hall meetings." An informed

community is essential to citizen participation and civic pride.

3. Cultural facilities should be located in the downtown core as a focal point for the entire community.
4. Historical aspects of Ukiah and its environs should be discovered and preserved where appropriate.
5. Social and recreational facilities should be provided throughout the community affording easy access and use by all residents both at the community and neighborhood levels.

OPEN SPACE AND CONSERVATION

1. It should be the goal of the City to be aware of natural processes and conserve the natural and cultural environment. The City shall prevent any action that ignores these natural processes and shall avoid, insofar as is consistent with other goals and objectives of the General Plan, any action that leads to the degradation of the natural environment. The City shall seek to optimize the long term public benefits generated from the use of the natural resources in the planning area.
2. The City of Ukiah should promote the widest possible range and choice of the use and development of natural resources and open space and seek as many options as possible for the future and be aware of irreversible commitment of natural resources.
3. Furthermore, it shall be the goal of the City to:

Identify and evaluate the natural processes in the planning area and show how these natural processes interrelate.

Prepare the Open Space/Conservation Plan which more specifically designates the use of open space/conservation areas of the City and environs.

Encourage compatible, multiple use of the open space areas.

Recognize, through governmental actions, man's

dependence on the land and to consider land a resource for current and future generations, not a commodity.

Encourage education of the public in the proper use of open space/conservation land, addressing the educational process to the value of, need for, and community sensitivity toward such land use.

POLICIES

The following policy is adopted by the Board of Directors of the Corporation, effective January 1, 1960.

General Policy

The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital. The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital. The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital.

Financial Policy

The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital. The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital. The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital.

The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital. The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital. The Corporation shall maintain a policy of continuous expansion and growth, and shall seek to increase its assets and liabilities in proportion to its capital.

POLICIES

V. POLICIES

The following policies were developed by the Citizens' Advisory Committee and serve as the basis upon which this General Plan was developed.

INTRODUCTION

Prior to the development of a general plan in map and textual form, it is necessary to pose a series of policies upon which to base the plan. This "policy formulation process" is particularly important where the active inputs of citizens play a role in the overall planning process, such as was purposely designed into the Ukiah General Plan program. All too often in the past, the planning program ignored citizen participation and policy formulation and resulted in a colorful map which was never implemented as a community policy for development.

POLICY DEFINITION

A policy is a specific course of action which is selected from a number of alternatives and which stands to guide future decision making. Early in the policy formulation process, goals are determined. Goals are general aims, whereas policies are more specific courses of action which lead to the implementation of the goals. In the Ukiah General Plan process, goals have already been developed, reviewed, and modified by the Citizens' Committee.

In general, three basic development policies were considered: (1) allow no future growth, (2) allow regulated growth, and (3) allow non-regulated growth. Considering the goals and objectives as developed by the Citizens' Committee, the second alternative, regulated growth, would best serve the interests of the residents of the Ukiah planning area. Hence, that alternative serves as the basis for the policies outlined herein.

The significance of the aforementioned policy alternative takes on added meaning when the attempt is made to evaluate what makes Ukiah and the surrounding area a desirable place to live. Obviously, the environment - clean air and water, a beautiful countryside, an abundance of recreational opportunities - is important to those who live in the area. While the policies posed here do not presume to completely prohibit future growth, they do assume that growth must be strictly regulated in order to preserve those existing qualities which make Ukiah and its environs a desirable place to live. The suggested policies, which will guide the development of the Ukiah General Plan, are outlined below according to subject matter:

Growth

It shall be the policy of the City of Ukiah to allow growth in an orderly, regulated manner which preserves and enhances the environmental quality of the area and which prevents unregulated urban sprawl. It shall be a further policy to determine the full impact and costs of any proposed development, including the costs of providing such municipal services as sewers, water, schools, police and fire protection, streets, etc.

Land Use

It shall be the City's policy to preserve existing agriculture to the greatest extent possible, as well as natural features such as hillsides and creekbeds, by encouraging higher residential densities in the existing urbanized areas, particularly in the vicinity of the downtown core.

It shall be a further policy that the downtown core will be retained and enhanced as an office, civic, and commercial area with improvements to parking, access, circulation, and visual amenities.

Open Space/Conservation

It shall be the City's policy to retain and provide for the natural and cultural features of the Ukiah planning area, such as the hills, agricultural areas, water courses, and recreational areas which make Ukiah a desirable place to reside.

A further policy shall be to retain existing agricultural

lands and to pursue programs and methods which will retain agriculture as an economically viable resource in the area.

Noise, Seismic Safety, and Safety

It shall be the City's policy to identify areas of geologic and man-made hazards and to appropriately zone these areas to restrict and limit development. Steeply sloping areas, areas of unstable soils, fault zones, and flood plains shall be retained in open space. Areas adjacent to noise generating uses, such as the freeway, railroad, and under airport flight paths, shall not be developed for residential uses.

Circulation/Transportation

It shall be the City's policy to improve north-south and east-west circulation through the development of appropriate traffic routes within the existing urbanized area.

It shall be a City policy to seek improvement of east-west circulation by consideration of providing grade separations over the railroad at Talmage Road, Gobbi Street, Perkins Street, and Brush Street.

It shall be the City's policy to cooperate with the State and County to develop scenic highways within the planning area and to allow development within designated scenic corridors in a manner which will enhance and otherwise not detract from the scenic qualities of the corridor.

Housing

It shall be the City's policy to pursue a course of action for providing adequate housing for all of the residents of the Ukiah planning area. A wide variety of housing types and costs should be provided for all economic levels of the community.

Parks and Recreation

It shall be the City's policy to provide within the community recreational facilities for all socio-economic levels regardless of ages and interests. A system shall be developed utilizing existing parks, water courses, utility easements, and publicly owned lands.

Public Facilities

It shall be the City's policy to provide appropriate cultural, social, and recreational facilities throughout the community and more particularly in the downtown core area to serve as a focal point for the entire community.

A further policy shall be to develop a community meeting/cultural hall, as well as neighborhood meeting facilities, where such neighborhood facilities may be provided through joint agreement with the school district.

Community Design

It shall be the policy to allow future development and to enhance existing development through a positive program of downtown revitalization, sign controls, undergrounding of utilities, architectural review, and retention of community and neighborhood identity through zoning control.

These policies will be the basis for the final physical plan development. However, in order to be effective and in order to serve as guides in community development, there must be a purposeful commitment by the citizens of the Ukiah planning area and their elected representatives. Without this commitment, these policies and the General Plan will disappear into oblivion. This is not to indicate or imply that these policies are so rigid as to never undergo modification; such a premise would defeat the purpose of a policy. Policies are subject to modification and change after a process of review by all segments of the community and after full consideration of all the ramifications of the changes. These changes and modifications should be reviewed at maximum intervals of two years.

VI. PLAN OVERVIEW

The High Growth Plan is designed to be a collection of activities, projects, and policies which define the manner in which the City of Los Angeles will develop in the years ahead. The plan is intended to provide a framework for the city's growth and development, and to ensure that the city's resources are used in a responsible and sustainable manner.

In addition to the general principles and policies, the plan includes a series of specific projects and programs which are designed to address the city's most pressing needs. These projects and programs are intended to be implemented over a period of ten years, and to be reviewed and updated as needed.

Land Use
Transportation
Housing
Urban Design
Community Development
Public Works
Cultural Affairs
Parks and Recreation
Public Safety
Health Services

In addition to the specific projects and programs, the plan includes a series of general principles and policies which are designed to guide the city's growth and development. These principles and policies are intended to be applied to all city projects and programs, and to ensure that the city's resources are used in a responsible and sustainable manner.

General Principles and Policies
Land Use
Transportation
Housing

Conclusion

The High Growth Plan is a comprehensive document which provides a framework for the city's growth and development. It includes a series of specific projects and programs which are designed to address the city's most pressing needs, and a series of general principles and policies which are designed to guide the city's growth and development. The plan is intended to be implemented over a period of ten years, and to be reviewed and updated as needed.

PLAN OVERVIEW

VI. PLAN OVERVIEW

The Ukiah General Plan is designed to be a collection of goals, objectives, and policies which define the manner in which the City is to develop and redevelop in the years ahead. Included are methods to implement the plan and its various elements, as well as specific recommendations for the governing body to undertake to implement the plan.

In order to meet the requirements of the State, the plan has been organized into the following required general plan elements:

- Land Use
- Circulation
- Housing
- Open Space
- Conservation
- Scenic Highways
- Seismic Safety
- Safety
- Noise

In addition to the required elements, additional elements have been included in order to make the plan a comprehensive document:

- Recreation (including trails)
- Community Facilities
- Community Design

POPULATION

Unlike traditional general plans, no attempt has been made to project specific populations at given points in time. Instead, a development and growth policy was developed. In short, that policy, the policy which provided the guide for the development of this plan, states that Ukiah shall pursue a policy of regulated growth. Given that and the

policies as they relate to the various general plan elements, a population holding capacity of 28,000 was determined.

The projected population for the Ukiah planning area, if the area is ever developed at its proposed densities, will be between 19,000 and 37,000 as indicated in Table I.

TABLE I PROJECTED ULTIMATE POPULATION

<u>Density</u>	<u>Net Acreage</u>	<u>Number of Dwelling Units</u>	<u>Population Estimates*</u>		
			<u>Low</u>	<u>Medium</u>	<u>High</u>
Low					
1-4 du/ac	1,047	1,047 - 4,188	3,141	7,853	12,564
Med. Low					
4-6 du/ac	959	3,836 - 5,754	11,508	14,385	17,262
Med. High					
10-20 du/ac	5	50 - 100	150	225	300
High					
20-30 du/ac	76	1,520 - 2,280	4,560	5,700	6,840
TOTAL	2,087	6,453 - 12,322	19,359	28,163	36,966

*Assume average of 3 persons per dwelling unit according to 1970 Census.

VII. LAND USE

EXISTING LAND USE

The land use patterns in the City of Chicago are largely the result of the historical development of the city. The city has a long history of land use, and the patterns of land use have evolved over time. The city has a mix of residential, commercial, industrial, and recreational land uses. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas.

The land use patterns in the City of Chicago are largely the result of the historical development of the city. The city has a long history of land use, and the patterns of land use have evolved over time. The city has a mix of residential, commercial, industrial, and recreational land uses. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas.

CONCLUSION

The following are the main findings of the study. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas.

REFERENCES

The following are the references used in the study. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas.

The City of Chicago has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas. The city has a high density of land use, and the land use is concentrated in the central business district and the surrounding areas.

LAND USE

VII. LAND USE

INTRODUCTION

The Land Use Element is intended to designate the distribution and location of the various proposed uses of land in the general plan. It is based on input from many of the other elements including noise, open space, conservation, seismic safety, and housing. The land uses proposed in the plan relate directly to the proposed circulation facilities as well. State law requires that all of the elements must conform to the provisions of the Land Use Element.

The Land Use Element can no longer exist in and of itself as some utopian ideal. The State legislature has made it mandatory that the City's zoning and land use be in conformance. This means that the City must develop a sound, workable General Plan and must work to the end of seeing the effective implementation of that plan. In evaluating the City's Zoning Ordinance to bring it into conformance with the proposed General Plan, the City must look closely at the interrelationships of various types of land uses and ways in which different land uses can become compatible neighbors as called for in the General Plan.

GOALS

The following goals dealing with residential, commercial, and industrial land uses were developed:

Residential

Planning for residential use should provide a variety of housing to meet needs of families of varied age and income.

Neighborhood "personality" should be encouraged where residents wish to retain a distinct or special local atmosphere peculiar only to that area.

The City should encourage residential development to take

place in those areas least harmful to the environment and to encourage appropriate hillside development for most of the future growth.

The City should take special consideration of grading problems, hazards and floods, landslide and mudslide problems, and other hazardous conditions within these hillside areas and develop necessary controls for proper development of the areas.

Commercial

The "downtown core" should experience a drastic facelifting through a far reaching urban revitalization project which would include shopping malls, pedestrian and bike paths, efficient traffic movement, and adequate parking facilities.

Placement of appropriate future public buildings should be in the core of the City and augment efforts to provide aesthetic appeal to the downtown area. In so doing, traffic, circulation, and parking in the downtown area must be considered and solutions pursued.

Future commercial zoning should encourage centralization of the business community.

Industrial

Appropriate clean industrial uses should be developed in suitable areas within and around the City.

The City's policy toward industrial development should be to lend its resources in assisting the expansion of existing industry and encouraging the most desirable types to locate in the Ukiah area.

The City should seek a cooperative working relationship with all other governmental agencies which play a role in industrial development.

POLICIES

The following policies were developed and provided the basis for the development of this element.

It shall be the City's policy to preserve existing agriculture

to the greatest extent possible, as well as natural features such as hillsides and creekbeds, by encouraging higher residential densities in the existing urbanized areas, particularly in the vicinity of the downtown core.

It shall be a further policy that the downtown core will be retained and enhanced as an office, civic, and commercial area with improvements to parking, access, circulation, and unusual amenities.

RESIDENTIAL DENSITIES

The residential designations and densities shown in Table II shall apply to this plan:

TABLE II RESIDENTIAL DENSITY CATEGORIES

<u>Designation</u>	<u>Dwelling Units/Acre</u>
Low	1 to 4
Medium Low	4 to 6
Medium	6 to 10
Medium High	10 to 20
High	20 to 30

It is recommended, both in this element and in the following elements dealing with open space, recreation, and scenic highways, that incentives be given to developers to provide well planned residential open spaces and recreational areas. One such incentive is to allow up to a 10 percent increase in densities where a developer has made provision for usable open spaces.

In order to develop a Land Use Element which is characteristic of the several existing and proposed residential areas within the planning area, the neighborhoods indicated on Figure 4 were designated. Table III summarizes the projected dwelling units for each of these neighborhoods.

LEGEND
 NEIGHBORHOOD BOUNDARIES



LAMPMAN & ASSOCIATES
 GOVERNMENT CONSULTANTS
 MANAGEMENT PLANNING & ENGINEERING

LAKE MENDOCINO

LAKE MENDOCINO

HOWARD CREEK NORTH

HOWARD CREEK SOUTH

LOW GAP

VICHY SPRINGS

SULPHUR CREEK

ORR CREEK

City of UKIAH

OAK MANOR

CENTRAL

ROGINA HEIGHTS

DOOLAN CREEK

CLELAND

JANUARY 1974

NEIGHBORHOOD BOUNDARIES

UKIAH, CALIFORNIA

FIGURE 4

TABLE III PROJECTED DWELLING UNITS
BY RESIDENTIAL NEIGHBORHOODS

<u>Neighborhood</u>	<u>Density</u>	<u>Acreage</u>	
		<u>Gross</u>	<u>Net (4)</u>
Rogina Heights(1)	Low	462	
	Med.Low	41	
Sulphur Creek	Low	225	
Vichy Springs	Low	475	
Howard Creek South	Low	416	
Howard Creek North	Low	117	
Lake Mendocino(2)	Low	374	
	Med.Low	15	
Oak Manor	Med.Low	90	
Low Gap	Med.Low	247	
	Med.High	7	
Orr Creek	Low	85	
	Med.Low	158	
	High	68	
Central	Low	43	
	Med.Low	241	
	High	33	
Doolan Creek	Med.Low	384	
Cleland(3)	Low	132	
	Med.Low	102	
TOTALS	Low	2,329	1,047
	Med.Low	1,278	959
	Med.High	7	5
	High	101	76
		3,715	2,087

(1) Includes Talmage area.

(2) Includes Calpella area.

(3) Includes Boonville Road area.

(4) Represents 75% of gross acres. Does not include local streets, parks, or elementary schools.

PROPOSED LAND USES

The land uses and acreages proposed for the entire Ukiah planning area are summarized in Table IV and the General Plan Map included in the pocket at the end of this report.

TABLE IV SUMMARY OF PROPOSED LAND USES

<u>Land Use Designation</u>	<u>Acreage</u>	
Residential		3,715
Low	2,329	
Medium Low	1,278	
Medium High	7	
High	101	
Commercial		749
Office Commercial	158	
General Commercial	353	
Motel	136	
Automobile Sales	102	
Industrial	1,197	1,197
Public	614	614
Hillside	25,607	25,607
Agriculture	10,352	10,352
Open Space	2,158	2,158
Flood Plain	876	876
Water (Lake Mendocino)	1,670	1,670
Unclassified	195	195
TOTAL UKIAH PLANNING AREA	47,133	47,133

ACTION PROGRAM

The following are recommended in order to implement this element:

1. Cause to be initiated a study of existing zoning. The study should point out inconsistencies and be directed to the end of bringing zoning into conformity with this General Plan.
2. Initiate action to review and update the zoning ordinance. The ordinance should be in conformity with this element. The effort should include the development of a comprehensive resource management ordinance as recommended in the Open Space/Conservation Element, as well as including other ordinances as stipulated and recommended throughout this document. A special hillside development control ordinance should be prepared to deal with special problems in the hillside areas as part of this review and update of the Zoning Ordinance.
3. Develop appropriate statistics to provide a good base for existing and projected populations.

CIRCULATION - TRANSPORTATION

VIII. CIRCULATION - TRANSPORTATION

INTRODUCTION

State Government Code Sections 65302(b) and 65303 make it mandatory for all local agencies to include a Circulation Element in their general plans. Government Code Section 65303 also permits general plans to include a Transportation Element. This element is intended to satisfy State requirements for a Circulation Element and to address transportation resources and needs in the Ukiah area.

More specifically, State law requires the Circulation Element to consist "...of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and facilities, all correlated with the land use element of the plan."

It is intended that bicycle routes be a component of this element, as well as a component of the Recreation Element, since bicycles are used as a mode of transportation, as well as for recreation. (For material relating to bicycle routes, see the Recreation Element.)

GOALS

The following goals and policies were developed and provided the basis for the development of the Circulation/Transportation Element.

Additional north-south circulation routes with adequate ingress and egress facilities to enable motorists to move into and out of the City efficiently should be pursued with vigor. Possible treatment of existing streets should be considered to alleviate traffic problems along existing north-south routes.

The flow of internal traffic should be improved with possible use of one-way streets and boulevards.

Parking facilities for downtown business must be extended to provide convenience to all areas of the downtown business community.

The City should consider a grade separation project for the Northwestern Pacific Railroad and its several at-grade traffic crossings.

The City should provide adequate pedestrian and bicycle routes and facilities to provide for non-motorized circulation and consider an equestrian, pedestrian, and bike path system program tied closely to the school, park, and recreational aspects of the City and environs.

The City should discourage further commercial development west of Oak Street between Mill Street and Low Gap Road to prevent the intensification of existing transportation problems.

POLICIES

It shall be the City's policy to improve north-south and east-west circulation through the development of appropriate traffic routes within the existing urbanized area.

It shall be a City policy to seek improvement of east-west circulation by consideration of providing grade separations with the railroad at Talmage, Perkins Street, and Low Gap Road/Brush Street. It shall be the policy of the City to provide adequate pedestrian and bicycle routes and facilities throughout the City.

DEFINITIONS

The following terms are used in this element and define the various types of streets and roads:

Freeway - Major thoroughfare which provides for expeditious movement of large volumes of through traffic between areas and across the City and does not provide land access service.

Arterial Street - Major thoroughfare which provides for through traffic movement between areas and across the City and controlled access to abutting property.

Collector Street - A thoroughfare which provides for traffic movement between major arterials and local streets and direct access to abutting property.

Local Street - A minor thoroughfare which provides for direct access to abutting land and for local traffic movements.

EXISTING CONDITIONS

Ukiah's circulation pattern is characterized by a rectangular grid with north-south (major routes are the freeway, State, and Dora) and east-west (major routes are Perkins, Gobbi, Low Gap, and Talmage) circulation.

Because the streets are narrow, one-way circulation is provided in the downtown core area on east-west streets on the following:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Direction</u>
Henry	Dora	State	East
Smith	Dora	State	West
Standley	Dora	School	East
Perkins	Dora	School	West
Church	Dora	State	East
Stephenson	Dora	School	West

In addition, railroad freight transportation is provided by the Northwestern Pacific Railroad Company and bus service is provided by Greyhound Bus Lines. No scheduled passenger airline service is provided at Ukiah Municipal Airport; however, charter service is provided as are facilities for private aircraft.

PROBLEMS

A study of street capacities and safety for the Ukiah Urban Area was completed in October of 1972. The subsequent report, "Traffic Operations Program to Increase Capacity and Safety" (TOPICS), outlined traffic problems and made recommendations along with cost estimates and program priorities.

Major circulation and transportation problems include lack of adequate east-west streets, grade crossings of the

railroad, the proximity of the airport to urban uses and lack of adequate clear zones, and lack of safety features on existing arterial streets.

The TOPICS report listed intersections which suffered high occurrences of accidents between 1969 and 1971. This data, plus 1973 accidents reported by the Police Department, is summarized in Table V for problem intersections.

TABLE V INTERSECTIONS HAVING OVER 10 ACCIDENTS
BETWEEN 1969 AND 1971 COMPARED TO SAME
INTERSECTIONS IN 1973

<u>Intersection</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>Total 1969-1971</u>	<u>1973</u>
Gobbi-State	12	8	7	27	1
Perkins-State	5	9	6	20	6
Main-Perkins	3	1	13	17	5
Scott-State	4	7	2	13	6
Mill-State	5	2	5	12	3
State-Talmage	6	4	2	12	4
Smith-State	5	6	1	12	2
Oak-Stephenson	6	4	1	11	1
Magnolia-State	1	5	4	10	3

The TOPICS report contains specific recommendations for improving traffic safety and presents a priority program. East-west circulation can be improved considerably by developing grade separations of streets over, or under, the railroad tracks. While it is very expensive to provide grade separations, funds are saved because services, such as fire and police protection, may be efficiently centralized.

The City intends to keep the existing airport in its present location and maintain service at approximately the same level. The City is currently expanding the clear zones at

the end of the airport runways to meet FAA standards. Should the City wish to expand the airport and increase the level of air service to Ukiah, a thorough study of the airport and surrounding land uses would have to be conducted in accordance with the California Department of Transportation's Proposed Advisory Guidelines for Land Use Planning in the Vicinity of Airports. A discussion of the noise factors surrounding the airport are included in the Noise Element.

ARTERIAL CIRCULATION

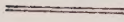
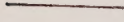
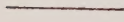
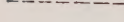
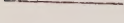
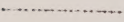
The following existing and proposed streets as indicated in Figure 5 are to be the basis of the Ukiah area's traffic circulation:

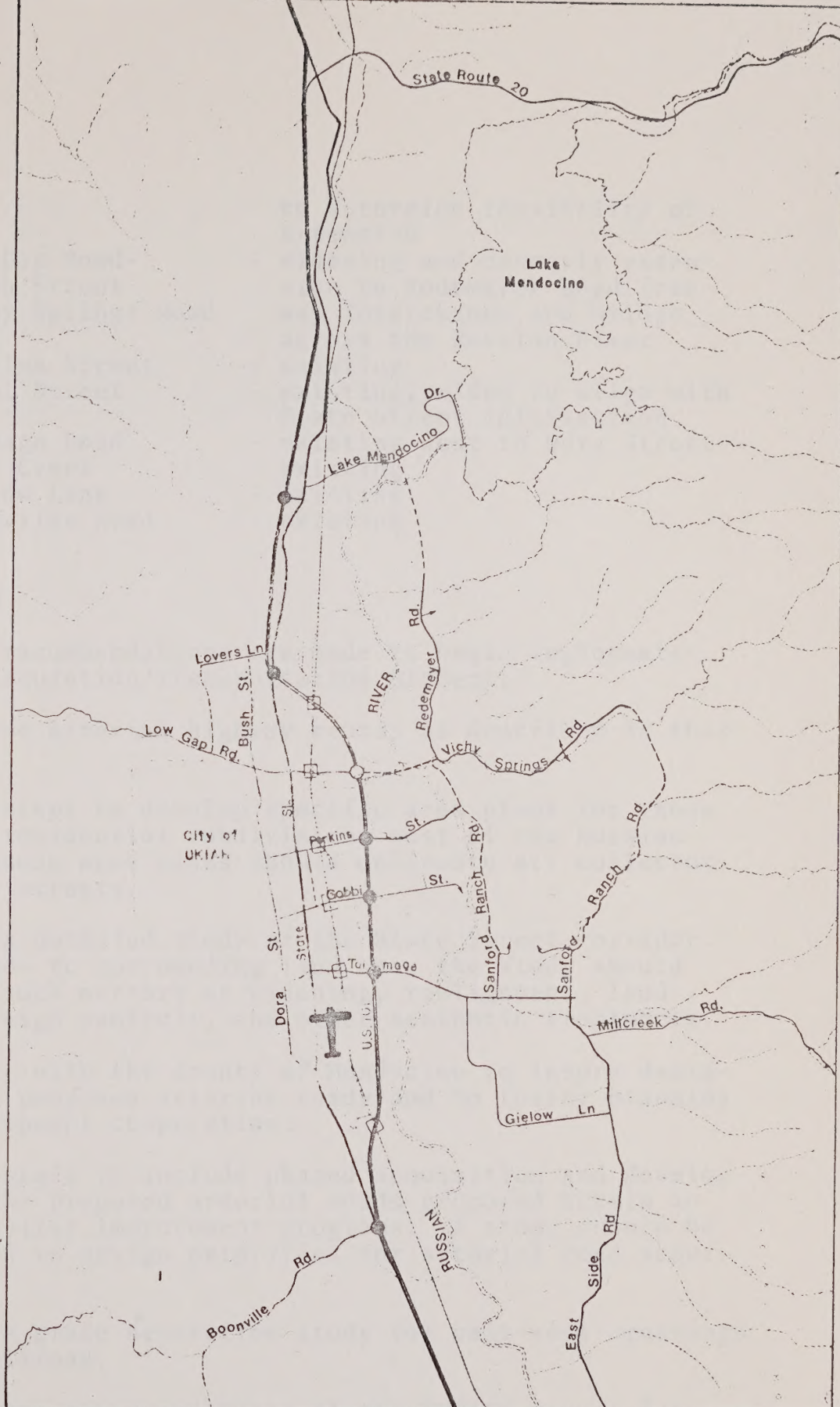
I. North-South

- A. Freeway (U. S. 101) - existing
- B. State Street - existing
- C. Dora Street - new alignment north of Grove Avenue to connect to Bush Street
- D. Bush Street - new alignment north of Low Gap Road to connect to Lovers Lane
- E. New Street - north of Low Gap Road between new high school and cemetery to connect to Lovers Lane
- F. Redemeyer-Sanford Ranch Roads - widening and realignment of roads to provide north-south circulation between Lake Mendocino Drive and Talmage Road
- G. Sanford Ranch-East Side Roads - widening, realignment, and extension north of Talmage Road to tie into Vichy Springs
- H. Main Street - extended to Gobbi Street from Perkins Street

II. East-West

- A. State Route 20 - existing
- B. Lake Mendocino Drive - existing
- C. Lovers Lane - widening and extension to State Street under the freeway; will require additional study

- LEGEND**
-  FREEWAY
 -  STATE HIGHWAY
 -  ARTERIAL
 -  Proposed Arterial
 -  Proposed Collector
 -  INTERCHANGE
 -  Proposed Interchange
 -  RAILROAD
 -  AIRPORT
 -  R.R. GRADE SEPARATION



JANUARY 1974

CIRCULATION PLAN

UKIAH, CALIFORNIA
FIGURE 5

LAMPMAN & ASSOCIATES
GOVERNMENTAL CONSULTANTS
MANAGEMENT PLANNING DIVISION

- | | | |
|----|--|---|
| | | to determine feasibility of extension |
| D. | Low Gap Road-
Brush Street-
Vichy Springs Road | - widening and easterly extension to Redemeyer Road freeway interchange and bridge across the Russian River |
| E. | Perkins Street | - existing |
| F. | Gobbi Street | - existing; widen to align with State Street intersection |
| G. | Talmage Road | - existing west to Dora Street |
| H. | Mill Creek | - existing |
| I. | Gielow Lane | - existing |
| J. | Boonville Road | - existing |

ACTION PROGRAM

The following recommendations are made to begin implementation of the Circulation/Transportation Element:

1. Adopt those arterial highway routes as described in this element.
2. Initiate steps to develop specific area plans for those proposed residential subdivisions east of the Russian River. Those area plans should delineate all collector and local streets.
3. Initiate a detailed study of the State Street corridor. In addition to surrounding land use, the study should consider such matters as widening, realignment, landscaping, sign controls, and other aesthetic treatments.
4. Coordinate with the County of Mendocino to insure designation of proposed arterial roads and to foster planning and development cooperation.
5. Instruct staff to include phased acquisition and development of the proposed arterial roads proposed herein in future capital improvement programs. A study should be undertaken to assign priorities for arterial road acquisition.
6. Initiate a grade separation study for east-west crossings of the railroad.
7. Act on those recommendations of the TOPICS report for

improvements to improve safety conditions on State Street, Gobbi Street, Dora Street, Walnut Avenue, Main Street, and Talmage Road.

8. Rename streets as arterial system is implemented so that continuous major streets do not change names.
9. Develop specific area plan for Lovers Lane and Low Gap Road area to delineate detailed street plan.

IN COMMUNITY FACILITIES

INTRODUCTION

Community facilities are those buildings and structures which are used by the community for the purpose of providing services to the public. These facilities are an integral part of the community and are essential for the well-being of the community. The purpose of this report is to provide information on the various types of community facilities and to discuss the importance of these facilities to the community.

Types

Community facilities can be divided into two main categories: public facilities and private facilities. Public facilities are those facilities which are owned and operated by the government, while private facilities are those facilities which are owned and operated by private individuals or companies.

Public facilities include schools, libraries, parks, and government buildings. Private facilities include hotels, restaurants, and shopping centers. Both public and private facilities play an important role in the community and are essential for the well-being of the community.

Community facilities are an important part of the community and are essential for the well-being of the community. They provide a place for people to gather, to learn, and to play. They also provide a place for people to work and to live. Community facilities are an integral part of the community and are essential for the well-being of the community.

Community facilities are an important part of the community and are essential for the well-being of the community. They provide a place for people to gather, to learn, and to play. They also provide a place for people to work and to live. Community facilities are an integral part of the community and are essential for the well-being of the community.

Community facilities are an important part of the community and are essential for the well-being of the community. They provide a place for people to gather, to learn, and to play. They also provide a place for people to work and to live. Community facilities are an integral part of the community and are essential for the well-being of the community.

Conclusion

Community facilities are an important part of the community and are essential for the well-being of the community. They provide a place for people to gather, to learn, and to play. They also provide a place for people to work and to live. Community facilities are an integral part of the community and are essential for the well-being of the community.

COMMUNITY FACILITIES

IX. COMMUNITY FACILITIES

INTRODUCTION

Community facilities is one of the "permitted" elements of a general plan. Areas covered by this element are schools, fire and police stations, and the Civic Center. Parks and recreational facilities are covered in the Recreation Element. Streets, highways, and the airport are discussed in the Circulation/Transportation Element. The major existing City, State, and special district owned community facilities are shown in Figure 6.

GOALS

Cultural opportunities and community activities for citizens of all ages should be encouraged throughout the entire spectrum of community life.

Ways of public communication should be encouraged and improved, such as "town hall meetings." An informed community is essential to citizen participation and civic pride.

Cultural facilities should be located in the downtown core as a focal point for the entire community. Other appropriate areas, which have available facilities, should also be developed and fully utilized.

Historical aspects of Ukiah and its environs should be discovered and preserved where appropriate.

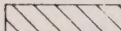
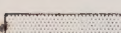
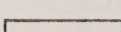
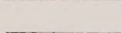
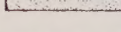
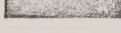
Social and recreational facilities should be provided throughout the community affording easy access and use by all residents both at the community and neighborhood levels.

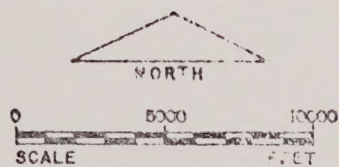
POLICIES

It shall be the City's policy to provide appropriate cultural, social, and recreational facilities throughout the community

TWELFTH AGRICULTURAL DISTRICT — 49.8 Ac.
 RUSSIAN RIVER CEMETERY DISTRICT — 34.0 Ac.
 VINEWOOD PARK — 4.7 Ac.
 MENDOCINO COMMUNITY HOSPITAL —
 GOLF COURSE — 38.7 Ac.
 WELL FIELD — 17.0 Ac.
 MUNICIPAL PARK — 16.2 Ac.
 POST OFFICE —
 POLICE DEPT. —
 CITY HALL —
 HISTORICAL SOCIETY —
 UKIAH GENERAL HOSPITAL —
 GIBSON CREEK FISH HATCHERY — 0.5 Ac.
 ANTON STADIUM — 12.0 Ac.
 MCGARVEY PARK — 0.9 Ac.
 NEW LIBRARY —
 OLD LIBRARY —
 RIVERSIDE PARK — 38.8 Ac.
 INTERNATIONAL LATITUDE OBSERVATORY —
 HILLSIDE COMMUNITY HOSPITAL —
 AIRPORT — 152.5 Ac.
 SEWAGE TREATMENT PLANT — 60.0 Ac.

LEGEND

-  FEDERAL LAND
-  CITY BUILDINGS & UTILITIES
-  CITY OF UKIAH FIRE DISTRICT
-  STATE LAND
-  CITY PARK & OPEN SPACE
-  UKIAH VALLEY FIRE DISTRICT
-  PRIVATE LAND
-  COMMUNITY FACILITIES
-  CALIFORNIA DIVISION OF FORESTRY



**LAMPMAN &
ASSOCIATES**
ARCHITECTS, PLANNERS, ENGINEERS
BENEFIT PLANES, AIRCRAFT

JANUARY 1974
**EXISTING
COMMUNITY FACILITIES**
UKIAH, CALIFORNIA
FIGURE 6

and more particularly in the downtown core area to serve as a focal point for the entire community.

A further policy shall be to develop a community meeting/cultural hall, as well as neighborhood meeting facilities where such neighborhood facilities may be provided through joint agreement with the school district.

SCHOOLS

The Odell MacConnell report¹ estimated a year 2000 population of 32,000. Based upon the projected ultimate population of 28,000, it is estimated that approximately 6,912 school age children will reside in the Ukiah planning area. This figure is derived from proportionate projections of school enrollment based on current enrollments as indicated in Tables VI and VII.

TABLE VI PRESENT SCHOOL ENROLLMENTS*

Schools	Public			Private	Total
	Elementary	Intermediate	Secondary		
Nokomis	591				
Oak Manor	470				
River	211				
Yokayo	347				
Frank Zeek	440				
Pamolita		675			
Ukiah High			1,881		
Rancho Mariposa, UJA, St. Mary's & Orchard				500	
TOTALS	2,059	675	1,881	500	5,115

*As of September, 1973

¹ Much of the material included in this section is based upon the report "Master Plan and Financial Implications" prepared for the Board of Trustees of Ukiah by Odell MacConnell Association, May, 1966.

TABLE VII PROJECTED SCHOOL ENROLLMENTS

	Students Per 1,000 Population*	Projected Enrollment
Elementary (K-6)	103	2,781
Intermediate (7-8)	34	918
Secondary (9-12)	94	2,538
Private	<u>25</u>	<u>675</u>
TOTALS	256	6,912

*Uses 1973 public school enrollment figures from Table VI and estimated population of planning area of 20,000.

This plan concurs with the findings and recommendations of the Odell MacConnell report - no attempt will be made here to reiterate those points discussed in the report. Based upon a potential population of 28,000, additional school facilities will be required. Summarized, these include a new high school, two new elementary schools, and a new intermediate school. The elementary and intermediate schools would be located east of the Russian River.

POLICE AND FIRE

Existing facilities include the police station located at Standley and Mason Streets and the fire station located on South School Street. The existing police station is adequate for this plan; however, east-west circulation must be improved. Currently Vichy Springs Road and Talmage Road are the only connectors from Central Ukiah to the developments east of the Russian River. Those two roads cross the railroad and the Russian River. A passing train or high water can seriously interrupt police response. The grade separations and extension of east-west arterial streets as recommended in the Circulation Element would alleviate those problems.

It is proposed that an additional fire station be constructed to better serve the area east of the Russian River and other parts of the City.

CIVIC CENTER

Currently, County and City governmental facilities are dispersed throughout the planning area. It is proposed that an area east of State Street be redeveloped as a City/County Civic Center. Facilities would include municipal offices, a County office annex, the existing library, and the existing police station. It is also recommended that a community meeting facility be established in the area.

CEMETERY

The Russian River Cemetery District operates a 34-acre burial ground on Low Gap Road in Ukiah. Eighty-eight percent of the land, 30 of the 34 acres, is now in use. In order to more efficiently utilize the available land, the former density of 500 plots per acre has been increased to 1,200 plots per acre. Since the State prohibits above ground burial in its cemetery districts, additional acreage is in order for the Russian River Cemetery District.

Twenty to twenty-five acres should be acquired directly north of the existing cemetery property. This land could be converted in phases, thereby continuing the existing agricultural use for as long as possible. An option agreement would facilitate the gradual acquisition of this property by the Russian River Cemetery District.

FAIRGROUNDS

The Twelfth District Agricultural Association runs the Redwood Empire Fair, a 49.8 acre site which attracts 35,000 people to the Ukiah Fairgrounds the third week of August every year.

It is recommended that the Twelfth District Agricultural Association acquire the vacant property just south of the existing site. This would provide access to the fairgrounds from Brush Street and a safer, less congested arrangement. The orientation of the fairgrounds to Brush Street is consistent with the attempt of this master plan to coordinate the several institutions along Low Gap Road in a parkway setting. In addition, the expansion would allow a larger parking area that would accommodate the summer crowds at the Redwood Empire Fair.

2. HOUSING

Introduction

The housing problem in the United States is a complex one, involving a wide range of factors. It is a problem that has been with us for many years, and it is one that is becoming increasingly acute. The housing problem is a problem of the people, and it is a problem that affects every one of us. It is a problem that is of the greatest importance to the Nation, and it is a problem that is of the greatest importance to every one of us.

In order to solve the housing problem, it is necessary to have a clear understanding of the problem. It is necessary to know what the problem is, and it is necessary to know what the causes of the problem are. It is necessary to know what the effects of the problem are, and it is necessary to know what the solutions to the problem are. It is necessary to have a clear understanding of the problem, and it is necessary to have a clear understanding of the causes, effects, and solutions to the problem.

A housing program is a program that is designed to solve the housing problem. It is a program that is designed to provide housing for the people, and it is a program that is designed to improve the living conditions of the people. It is a program that is designed to provide housing for the people, and it is a program that is designed to improve the living conditions of the people. It is a program that is designed to provide housing for the people, and it is a program that is designed to improve the living conditions of the people.

Goals

The goals of the housing program are to provide housing for the people, and to improve the living conditions of the people. It is a goal that is of the greatest importance to the Nation, and it is a goal that is of the greatest importance to every one of us.

The goals of the housing program are to provide housing for the people, and to improve the living conditions of the people. It is a goal that is of the greatest importance to the Nation, and it is a goal that is of the greatest importance to every one of us.

The goals of the housing program are to provide housing for the people, and to improve the living conditions of the people. It is a goal that is of the greatest importance to the Nation, and it is a goal that is of the greatest importance to every one of us.

HOUSING

X. HOUSING

INTRODUCTION

In 1969, the California legislature made it mandatory that all cities and counties prepare and adopt a housing element as a portion of their general plans. The housing element, required by Government Code Sections 65302 and 65303, must be consistent and compatible with the other general plan elements.

In general, the Government Code stipulates that local governments must adopt "...a housing element consisting of standards and plans for the improvement of housing and provision of adequate sites for housing...this element of the plan shall endeavor to make adequate provision for the housing needs of all economic segments of the community."

A housing element is important for other reasons. Many Federal grants for parks and open space are contingent upon a locality having an adopted housing element. In addition, housing elements allow local governments to state their social and economic goals with regard to development of their communities.

GOALS

Planning for residential use should provide a variety of housing to meet needs of families of varied age and income.

Neighborhood "personality" should be encouraged where residents wish to retain a distinct or special local atmosphere peculiar only to that area.

The City should encourage residential development to take place in those areas least harmful to the environment and to encourage appropriate hillside development for most of the future growth.

The City should promote and insure provision of adequate housing for all persons regardless of income, age, race, sex, or ethnic background.

The City should promote and insure the provision of a housing selection by price, type, and location.

The City should promote and insure the open and free choice of housing for all.

POLICY

It shall be the City's policy to pursue a course of action for providing adequate housing for all of the residents of the Ukiah planning area. A wide variety of housing types and costs should be provided for all economic levels of the community.

HOUSING PROBLEMS, OBSTACLES, AND CONSTRAINTS

A variety of problems, obstacles, and constraints surround the consideration of the housing situation in the Ukiah area:

- The number of substandard units.

- The number of people who must share housing units due to insufficient number of units or due to low income.

- The overcrowding within existing units due to the deficiency in unit size.

- The ability of consumers to afford new housing.

- The deficiencies which exist in units, such as lack of running water, lack of full bath, etc.

- Services which are lacking within neighborhoods, such as water and sewer systems, parks, etc.

- Building techniques which raise the cost of housing.

- Federal, fiscal, and monetary policies which make borrowing money for home purchase difficult, or which raise the interest rates on home loans.

The availability of land.

Consumer preferences for various housing types.

Community attitudes towards low income housing.

STATISTICAL BACKGROUND

The "Housing Element Guidelines" adopted by the Commission of Housing and Community Development on June 17, 1971, stipulate that local housing elements should contain an inventory of existing housing conditions. The inventory should include such aspects as type and size of housing units, ownership, condition, location, neighborhood, number of rooms, monthly rent, substandard units, services, as well as such socio-economic aspects as income, family size, and race.

HOME OWNERSHIP

Compared with the State of California in which 54.9 percent of the people own their own homes, 63.6 percent of the people in Mendocino County own their own homes.

HOUSING TYPE

The City of Ukiah presently is characterized by a large number of single family dwellings. Compared with State figures, the City has a higher percentage of single family dwellings and mobile home units than does the State:

TABLE VIII COMPARISON OF HOUSING TYPES IN UKIAH,
MENDOCINO COUNTY AND THE STATE IN 1970

<u>Housing Type</u>	<u>Ukiah Number</u>	<u>Percent</u>	<u>County Percent</u>	<u>State Percent</u>
Single Family	2,965	80.4	83.0	67.0
2-4 Units	201	5.5	4.3	10.2
5 or More Units	256	6.9	4.3	20.0
Mobile Home	<u>265</u>	7.2	8.4	2.8
TOTAL	3,687			

AGE OF HOUSING

Compared with State statistics, the housing in Ukiah tends to be older.

TABLE IX COMPARISON OF AGE OF HOUSING IN UKIAH,
MENDOCINO COUNTY AND THE STATE IN 1970

<u>Year Structure Built</u>	<u>Ukiah Number</u>	<u>Percent</u>	<u>County Percent</u>	<u>State Percent</u>
1960-70	522	14.7	22.3	31.3
1950-59	1,131	32.0	27.4	29.1
1940-49	779	22.0	17.2	15.9
1939 or Earlier	<u>1,107</u>	31.3	33.1	23.7
TOTAL	3,539			

Of course, age of housing does not indicate that the dwelling is substandard. An older, well constructed home, if properly maintained, can be in better condition than more recently constructed residences. Age is only one factor which may indicate the presence of outdated or deteriorated conditions.

SERVICES

Over 99 percent of the residential units within the City of Ukiah are supplied with public sewer and water hook-ups. Local parks, however, are not well distributed throughout Ukiah; neighborhood and community parks are lacking in the southern portion of the City.

HOUSING SIZE

The average dwelling unit in Ukiah has more bedrooms and bathrooms than does the average County dwelling unit. However, in terms of total numbers of rooms, homes in Ukiah are typical when compared with State statistics.

TABLE X COMPARISON OF HOUSING SIZE IN UKIAH
AND MENDOCINO COUNTY IN 1970

<u>Number of Bedrooms</u>	<u>Ukiah Number</u>	<u>Percent</u>	<u>County Percent</u>
0	91	2.6	2.7
1	555	15.7	18.8
2	1,299	36.7	38.4
3	1,265	35.7	32.0
4 or more	331	9.3	8.1

<u>Number of Bathrooms</u>	<u>Ukiah Number</u>	<u>Percent</u>	<u>County Percent</u>
1	2,527	71.4	71.6
1-1/2	233	6.6	7.0
2 or more	726	20.5	16.7
none	53	1.5	4.7

<u>Number of Rooms</u>	<u>Ukiah</u>	<u>Percent</u>	<u>County Percent</u>	<u>State Percent</u>
1	83	2.3	2.6	2.7
2	168	4.7	5.9	5.6
3	419	11.8	13.0	14.6
4	860	24.3	28.0	21.7
5	1,106	31.3	26.9	24.6
6	586	16.6	15.5	18.0
7	215	6.1	5.4	7.7
8 or more	102	2.9	2.7	5.1
median	4.7			

MONTHLY RENT

Thirty-five and four-tenths percent of Ukiah's residents live in rental units. The median gross rent paid in Ukiah is \$110 per month, as compared with \$103 average for the entire County and \$126 for the State.

TABLE XI COMPARISON OF MONTHLY RENT IN UKIAH,
MENDOCINO COUNTY AND THE STATE IN 1970

<u>Gross Rent</u>	<u>Ukiah Number</u>	<u>Percent</u>	<u>County Percent</u>	<u>State Percent</u>
Less than \$30	4	0.3	0.8	0.2
\$30 - \$39	-	-	0.3	0.5
\$40 - \$59	6	4.8	6.6	3.8
\$60 - \$79	59	10.7	16.7	10.5
\$80 - \$99	134	23.7	22.8	14.8
\$100 - \$149	296	44.3	39.7	38.6
\$150 - \$199	171	13.7	11.0	21.8
\$200 or more	31	2.5	2.1	9.8

HOUSING VALUES

The value of an average house in Ukiah, while slightly higher than the average house in Mendocino County, is well below the State average. The statistics indicated in Table XII reflect 1970 Census data and are probably considerably below the actual 1974 value of homes in Ukiah. The figures are useful for comparing home value distributions in Ukiah with relative percentage distributions in the County and the State.

TABLE XII COMPARISON OF VALUE OF HOUSING IN UKIAH,
MENDOCINO COUNTY AND THE STATE IN 1970

<u>Home Value</u>	<u>Ukiah Number</u>	<u>Percent</u>	<u>County Percent</u>	<u>State Percent</u>
Less than \$5,000	13	0.7	2.2	0.7
\$5,000-\$9,999	123	6.4	14.0	3.9
\$10,000-\$14,999	570	29.6	23.8	10.7
\$15,000-\$19,999	622	32.3	25.1	20.8
\$20,000-\$24,999	293	15.2	16.1	22.4
\$25,000-\$34,999	217	11.3	13.0	24.1
\$35,000 or more	86	4.5	5.8	17.4
Median	\$16,900		\$16,700	\$23,000

FAMILY INCOME

Family income, with comparative figures for Mendocino County and the State, are outlined below:

TABLE XIII COMPARISON OF FAMILY INCOME IN UKIAH,
MENDOCINO COUNTY AND THE STATE IN 1970

<u>Family Income</u>	<u>Ukiah</u>		<u>County</u>	<u>State</u>
Less than \$2,000	85	3.3%	6.5%	4.5%
\$2,000-\$4,999	386	14.9	17.2	12.3
\$5,000-\$9,999	801	31.0	34.0	28.5
\$10,000-\$14,999	824	31.9	26.5	28.0
\$15,000 and over	487	18.9	15.8	26.7
Median	\$10,092		\$10,732	\$9,000

A total of 175 families, or 6.8 percent, in Ukiah received less than the poverty income level. Total number of persons in the "poverty" classification was 956. Those in the "near poor" classification totaled 1,422.

RACE

TABLE XIV RACIAL DISTRIBUTION IN UKIAH IN 1970

Racial Composition in Ukiah is as follows:

White	9,825	97.3 percent
Black	39	0.4 percent
Other	<u>231</u>	<u>2.3 percent</u>
TOTAL	10,095	100.0 percent

COST OF HOUSING

New home construction is typical in at least one aspect of construction throughout the State - the price of new housing is steadily rising.

The following chart indicates that the average costs of new homes built between 1963 and 1973 have risen from \$17,000 to \$25,000 - an increase of nearly 50 percent.

The new house costs in Ukiah are below those for the entire State. The average new house built in California in 1973 cost \$30,000.

A general rule of thumb is that capability to purchase a home is indicated by a purchase price of two and a half times the annual family income. In light of this, it is noteworthy that, given family incomes in Ukiah and the average cost of a new home built in 1973, some 2,583 families, or 49.2 percent of all families living in Ukiah, cannot afford to purchase a new home.

The above assumption is made irrespective of current interest rates on new home loans. Tighter money policies and higher

TABLE XV ANNUAL COMPARISON OF COST OF HOUSING
FROM 1963 TO 1973 IN UKIAH

<u>Year</u>	<u>Number Built</u>	<u>Value</u>
1963-64	21	\$17,000
1964-65	39	\$19,000
1965-66	41	\$18,000
1966-67	35	\$18,000
1967-68	48	\$18,000
1968-69	36	\$19,000
1969-70	33	\$20,000
1970-71	31	\$23,000
1971-72	32	\$21,000
1972-73	29	\$25,000

interest rates, coupled with increased costs of home construction, have led to a nearly doubling of home payments.

TABLE XVI COMPARISON OF AVERAGE MONTHLY HOME
PAYMENTS IN 1963 TO 1973 IN UKIAH

1963 - Average New Home Cost = \$17,000

- 10% Down Payment = $\frac{1,700}{}$
 - Mortgage = $\frac{15,300}{}$
 - Payment (for 30 years
 at 6% interest) = \$91.74

1973 - Average New Home Cost = \$25,000

- 20% Down Payment = $\frac{5,000}{}$
 - Mortgage = $\frac{20,000}{}$
 - Payment (30 years
 at 9-3/4% interest) = \$171.60

TABLE XV ANNUAL COMPARISON OF COST OF HOUSING
FROM 1963 TO 1973 IN UKIAH

<u>Year</u>	<u>Number Built</u>	<u>Value</u>
1963-64	21	\$17,000
1964-65	39	\$19,000
1965-66	41	\$18,000
1966-67	35	\$18,000
1967-68	48	\$18,000
1968-69	36	\$19,000
1969-70	33	\$20,000
1970-71	31	\$23,000
1971-72	32	\$21,000
1972-73	29	\$25,000

interest rates, coupled with increased costs of home construction, have led to a nearly doubling of home payments.

TABLE XVI COMPARISON OF AVERAGE MONTHLY HOME
PAYMENTS IN 1963 TO 1973 IN UKIAH

1963 - Average New Home Cost	= \$17,000
- 10% Down Payment	= 1,700
- Mortgage	= \$15,300
- Payment (for 30 years at 6% interest)	= \$91.74
1973 - Average New Home Cost	= \$25,000
- 20% Down Payment	= 5,000
- Mortgage	= \$20,000
- Payment (30 years at 9-3/4% interest)	= \$171.60

The above statistics do not include the other costs which must be figured into home ownership, such as property tax, utilities, maintenance, repairs, and insurance.

HOUSING ALTERNATIVES

A potential alternative to the high cost of home ownership is the provision of a variety of homes constructed in other manners. Modular or prefab construction is slightly cheaper than conventional construction, as shown in Table XVII.

Clearly, if it is to be the City's goal to provide adequate housing for all residents, some consideration must be expended to the end of seeking Federal housing programs and funding for low income housing.

HOUSING DISTRIBUTION

Housing location is important in allowing free market choice and proximity to employment, schools, shopping, and other services. Future new housing construction in the Ukiah planning area is proposed to be concentrated in three major areas:

1. The major area of new housing is proposed to be east of the Russian River, east of Redemeyer Road between Talmage and Lake Mendocino.
2. The central City area will undergo redevelopment with a trend to higher densities.
3. Other areas within the existing City limits will tend to fill in, primarily with single family dwellings.

The new home distribution is proposed in a manner to be consistent with the other elements of this plan. Of particular concern has been the retention of agricultural lands since prime agricultural lands tend to be flat and stable and, hence, an attractive location for residential development. This plan proposes to accommodate a reasonable growth while retaining agricultural lands.

TABLE XVII COST COMPARISON OF VARIOUS TYPES OF HOUSING

	MODULAR HOUSE	PREFAB HOUSE	CONVEN- TIONAL HOUSE	MOBILE HOME
Construction Cost	\$ 9,670 (\$7.50/sf)	\$10,900 (\$8.50/sf)	\$12,270 (\$9.50/sf)	\$ 8,490 (\$6.32/sf)
On-site Costs ¹	\$ 1,880 (\$1.45/sf)	---	---	\$ 1,080 (skirt & awning)
Delivery	\$ 350	---	---	\$ 500
Set Up	\$ 300	---	---	
Sales Expenses ²	\$ 1,000	\$ 1,000	\$ 1,000	\$ 600 (taxes)
Construction Finance ³	\$ 900 (lot only)	\$ 900 (lot only)	\$ 1,730	\$ 230 (license first year)
Lot (6,000 sf)	\$ 6,000	\$ 6,000	\$ 6,000	---
Builder's Overhead	\$ 750	\$ 800	\$ 1,000	---
Builder's Profit	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>
SUBTOTAL	\$22,850	\$21,600	\$24,000	
FHA Discount(6 pts)	\$ 1,400	\$ 1,350	\$ 1,500	---
SALE PRICE	\$24,250	\$22,950	\$25,500	\$12,900
Cost per Square Foot	\$ 18.80	\$ 17.79	\$ 19.77	\$ 9.60

¹On-site includes: utility laterals, driveways and walks, concrete block foundation, screwjacks, and garage slab.

²Sales includes: commission, escrow, advertising, and models expenses.

³Finance includes: interim loan fee, interest using one year to complete sales, and FHA processing fee.

IMPLEMENTATION

The following are summaries of some of the Federal housing programs which may be used by Ukiah:

Section 115 - Grants for rehabilitation of single family or multiple family owner occupied housing units in approved urban renewal or Federally-aided code enforcement area.

Section 117 - Grants to cities, municipalities, and counties for program costs associated with planning, reviewing, and administering concentrated code enforcement programs in selected local areas.

Section 221(d)(2) - Market interest rate mortgages insured by FHA to finance construction, purchase, or rehabilitation of one, two, three, or four family homes with borrower down payments as low as 3 percent and no income limits for borrowers.

Section 221(d)(4) - Market interest rate mortgages insured by FHA for new rental housing projects intended for low and moderate income families (however, there are no family income limitations on eligibility for occupancy).

Section 221(h) - Mortgage insurance for purchase and rehabilitation of housing for resale to low income families at below market interest rate financing.

Section 234 - FHA mortgage insurance for purchase of individual family units in multiple family housing projects or to finance construction of condominium projects.

Section 235 - FHA payment to mortgage of FHA mortgage insurance premium and interest on mortgage over 1 percent to reduce interest costs on home ownership for lower income families.

Section 235(j) - Rehabilitation of single family, two family, or condominium multiple family housing in groups of four or more with payment by FHA mortgage of FHA mortgage insurance premium and interest on permanent mortgage over 1 percent.

Section 236 - New construction or substantial rehabilitation in rental housing of five or more units for lower income families with FHA interest reduction payments on the mortgage.

Section 312 - Loans for rehabilitation of owner occupied or rental properties in approved urban renewal or Federally-aided code enforcement areas.

Public Housing - New construction, rehabilitation, or use of existing units for ownership by a local housing authority or lease by it with payment by HUD of principal and interest on 40 year tax exempt bonds of the local housing authority.

Rent Supplement - New construction or substantial rehabilitation of housing with payment by FHA to owner of the difference between unsubsidized rent and 25 percent of the tenant's income.

The status of existing programs is constantly changing and new programs are constantly being legislated. Local officials should strive to keep abreast of laws and requirements as relate to housing assistance programs and should educate the public and developers on the current programs which may be available.

ACTION PROGRAM

The following are recommended in order to implement this plan:

1. Pursue zoning which is compatible with this element. No residential zoning should be allowed in any area which is proposed for another use or which is shown as agriculture or open space by this plan.
2. Instruct staff to investigate the feasibility of providing Federally assisted low income housing programs. Such programs may be directed to home ownership or rent supplements.
3. Instruct staff to periodically review housing grants and assistance programs. A summary report should be compiled and made available to housing developers and the general public.
4. Cause to be initiated detailed area plans for those residential areas proposed east of the Russian River. Those area plans should encourage planned community developments with provision of a wide range of neighborhood facilities.

5. Pursue a joint public and private corporation to develop low cost housing.
6. Provide areas within the community that are suitable for low cost housing. In the development of the specific plan for the rehabilitation of the downtown core area, special care should be given to designating areas suitable for low cost housing and the means available for providing such housing.

OPEN SPACE — CONSERVATION

XI. OPEN SPACE - CONSERVATION

INTRODUCTION

People throughout the State of California have, in recent years, become acutely aware of their vanishing open space and natural resources. Rampant urbanization since World War II has seen the disappearance of farm lands and beautiful natural aspects of the landscape, particularly evident in the Los Angeles and San Francisco Bay Areas, but also to be observed in the Ukiah planning area.

As a result of public awareness, and via public pressure, the State legislature enacted legislation making open space and conservation mandatory general plan elements. Subsequent legislation requires that these elements be adopted prior to January 1, 1974. As a penalty for failure to adopt an Open Space/Conservation Element, no building permit may be issued, no subdivision may be approved, and no open space ordinance adopted unless the proposed construction, subdivision, or ordinance is consistent with the open space/conservation elements (Section 65567, Government Code).

A further potential penalty which may result from failure to adopt an open space ordinance is loss of State funds. A city is eligible to receive open space subventions which are designed to offset tax revenue losses as a result of restrictions placed on land for open space purposes. These subventions may be withheld if the Open Space Element is not on file with the Secretary of the State Resources Agency by January 1, 1974.

Ukiah is an infinitely fortunate benefactor of a benevolent work of nature. The beautiful valley enjoys spectacular scenery and a beautiful and clean environment. While Ukiah has been relatively untouched by the destructive aspects of rapid urbanization, the City and those who reside here may not be so fortunate as time goes on. However, with action now, Ukiah can avoid further mistakes that other communities have made. Growth may be accommodated in an

orderly manner while preserving open space, natural, and cultural features, which make the Ukiah area the desirable place it is in which to live.

Due to the interrelationships and overlapping of subject material, open space and conservation have been combined into a single comprehensive element. Figure 7 summarizes the open space/conservation factors that must be considered in implementing the action program for this element and should be used with the land use designations shown on the General Plan Map included in the pocket at the end of this plan. The General Plan Map actually designates areas to be used for open space and conservation purposes including open space, hillside areas, flood plain, agriculture, and public uses. This element is complemented by the Recreation and Scenic Highways Elements and is designed to fulfill State requirements for open space and conservation elements.

GOALS

The following open space/conservation goals were developed by the Citizens' Committee:

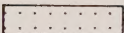
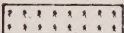
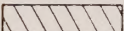
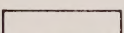
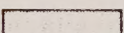
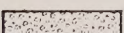
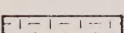
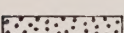
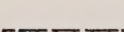
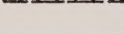
It should be the goal of the City to be aware of natural processes and conserve the natural and cultural environment. The City shall prevent any action that ignores these natural processes and shall avoid insofar as is consistent with other goals and objectives of the General Plan any action that leads to the degradation of the natural environment. The City shall seek to optimize the long term public benefits generated from the use of the natural resources in the planning area.

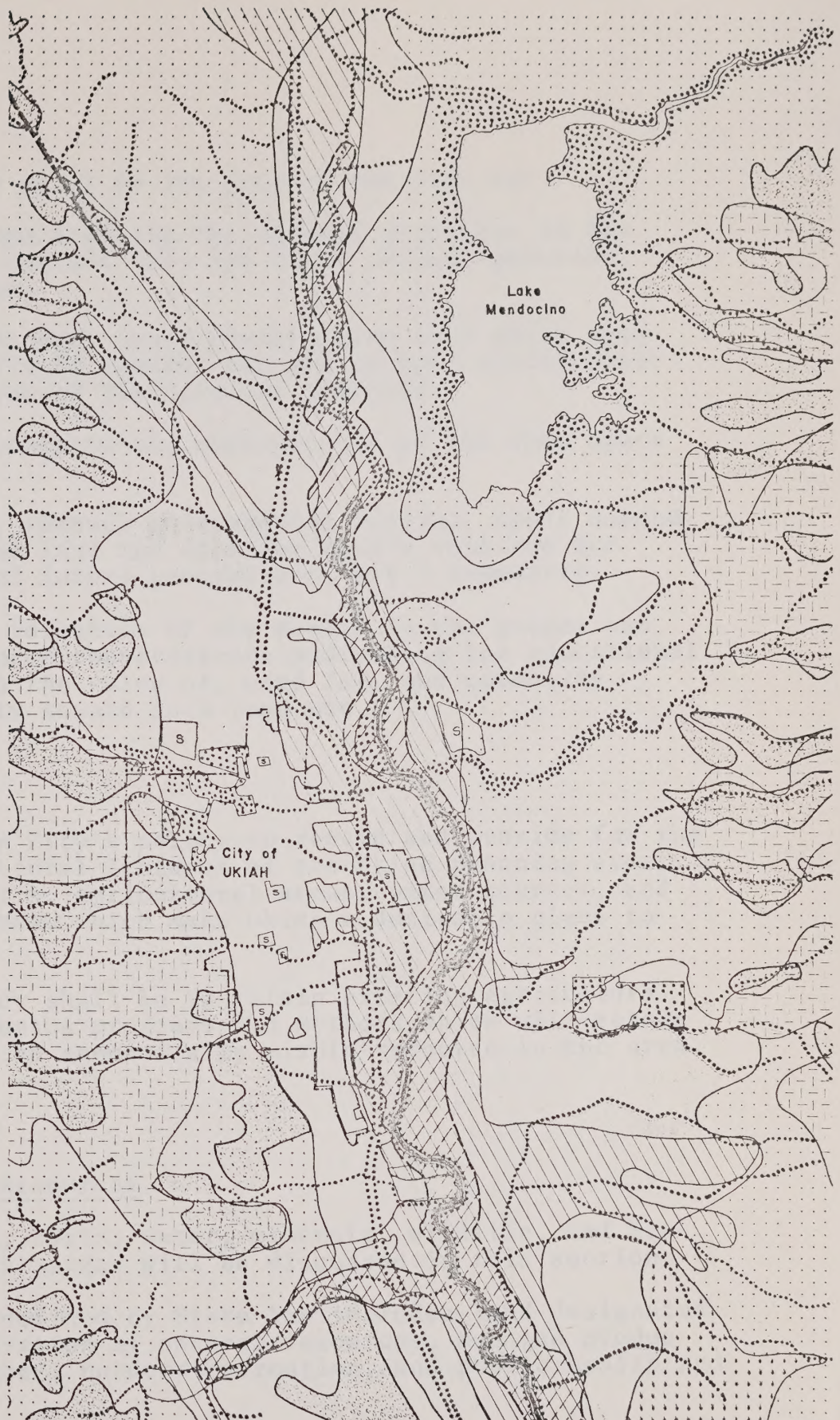
The City of Ukiah should promote the widest possible range and choice of the use and development of natural resources and open space and seek as many options as possible for the future and be aware of irreversible commitment of natural resources.

The City should designate prime agricultural areas as open space for resource managed production within the planning area.

The City should direct urban expansion toward non-prime agricultural lands.

LEGEND

-  CONIFER
-  GRASS
-  PRIME AGRICULTURAL SOIL
-  URBAN AREA
-  PRIME VINEYARD
-  PRIME TIMBER PRODUCTION
-  BRUSH
-  OPEN SPACE
-  CRITICAL FISH HABITAT
-  FLOOD PLAN
-  FAULT



JANUARY 1974



OPEN SPACE/CONSERVATION

UKIAH, CALIFORNIA

LAMPMAN & ASSOCIATES
ENVIRONMENTAL CONSULTANTS
 MANAGEMENT PLANNING SCHEDULING

Furthermore, it shall be the goal of the City to:

Identify and evaluate the natural processes in the planning area and show how these natural processes interrelate.

Prepare the Open Space/Conservation Plan which more specifically designates the use of open space/conservation areas of the City and environs.

Encourage compatible, multiple use of the open space areas.

Recognize, through governmental actions, man's dependence on the land and consider land a resource for current and future generations, not a commodity.

Encourage education of the public in the proper use of open space/conservation, addressing the educational process to the value of, need for, and community sensitivity toward such land use.

POLICIES

It shall be the City's policy to retain and provide for the natural and cultural features of the Ukiah planning area, such as the hills, agricultural areas, water courses, and recreational areas which make Ukiah a desirable place to reside.

A further policy shall be to retain existing agricultural lands and to pursue programs and methods which will retain agriculture as an economically viable resource in the area.

DEFINITIONS

Existing Resources

Forestry lands, soils, water, minerals, wildlife, and historical/cultural areas will be discussed in this section.

Open space as defined by State law includes land designated for the preservation of natural resources, managed production of resources, outdoor recreation, and public health and

safety. The General Plan Map indicates as open space only land in public ownership and land adjacent to the freeway.

1. Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life including: habitat for fish and wildlife species; areas required for the ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.
2. Open space used for the managed production of resources, including, but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
3. Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality, and water reservoirs and areas required for the protection and enhancement of air quality.

Soils/Agricultural Land

Ukiah's most dominant natural resources are excellent agricultural soils. However, being in the level valley floors, these lands are subject to intense urbanization pressures.

The Ukiah planning area embraces two fertile valleys: Calpella and Ukiah. Both valleys are characterized by several alluvial fan plains and a moderate climate, features well suited to the production of tree and bush fruits, alfalfa, hops, and grapes. The area is part of a region which is world renowned for the growing of grapes and the production of fine table wines. Figure 8 further describes these agricultural resources.

Currently, land which is used for agricultural purposes in the Ukiah planning area totals 10,352 acres.

The Agricultural Preserve Program, under the State Land Conservation Act, is a means of holding land in agriculture for the short range future. Mendocino County defines two types of agricultural preserves: Type I Agricultural Preserves are located on prime soils where crops are raised; Type II Agricultural Preserves are acres where timber is raised or which serve as grazing lands. Under a ten year no development contract, owners of land receive property tax relief.

TABLE XVIII SUMMARY OF ACRES OF CLASS I, II AND IV
AGRICULTURAL SOILS

Agricultural Soils - Class I	-	1,576 acres
Class II	-	7,482 acres
Class IV	-	<u>2,319 acres</u>
TOTAL		11,377 acres

There are 26 Type I Preserves and 8 Type II Preserves in the Ukiah planning area.

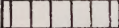
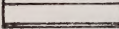
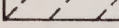
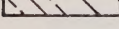
The prime agricultural soils (Classes I and II), as well as other soils suitable to cultivation (Classes III and IV), should be retained as open space for agricultural purposes.

Forestry Lands

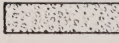
Prime timber production lands have been identified within the Ukiah planning area and are shown on Figure 9. These lands occur in the higher elevations of the surrounding

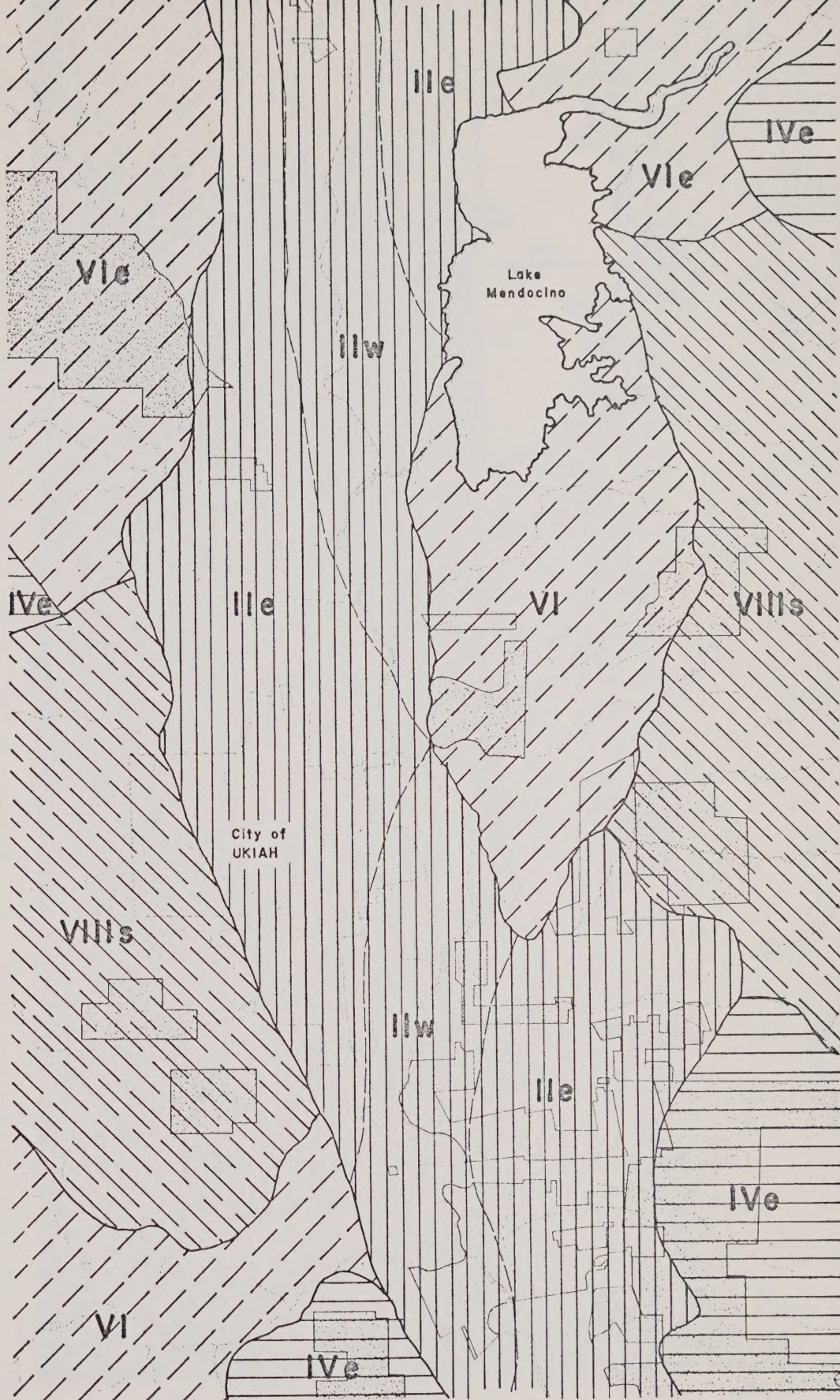
LEGEND

AGRICULTURAL LAND

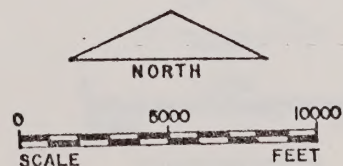
	CLASS II
	CLASS IV
	CLASS VI
	CLASS VIII

SUBCLASSES

e	EROSION HAZARD
w	WETNESS OR DRAINAGE HAZARD
s	SOIL LOW IN FERTILITY
	TYPE I AGRICULTURAL PRESERVE
	TYPE II AGRICULTURAL PRESERVE



JANUARY 1974



LAMPMAN & ASSOCIATES
ENVIRONMENTAL CONSULTANTS
 MANAGEMENT PLANNING ENGINEERS

LEGEND

SOIL CLASSIFICATIONS

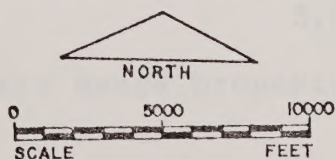
	MR - ZM
	PU - TA - AC
	LM - LF - F
	HF - JP - AE
	HF - JP - F
	LM - LF - AE
	MG - LE - EG
	AZ - RW

VEGETAL COVER

	WOODLAND
	BRUSH
	GRASS
	CULTIVATED, URBAN and INDUSTRIAL



JANUARY 1974



LAMPMAN & ASSOCIATES
ENVIRONMENTAL CONSULTANTS
MANAGEMENT PLANNING ENGINEERING

mountains to the east and west. These resources should be protected from encroachment by urban uses.

Open Space Features

The major open space features are summarized in Table XIX and discussed within the Community Facilities Element.

TABLE XIX OPEN SPACE FEATURES IN UKIAH PLANNING AREA

Public Parks:

Vinewood	4.7 acres
Todd Grove	16.2
Giorno	12.0
Perkins Street	.2
McGarvey	1.0
Seminary Avenue	.2
Oak Manor (Undeveloped)	4.0
Riverside (Undeveloped)	<u>38.8</u>
	77.1 acres

Special Use Facilities:

12th District Fairgrounds	48.7 acres
Municipal Golf Course	<u>130.0</u>
	178.7 acres

Regional Facilities:

Lake Mendocino*	3,900.0 acres (includes 1,670 water surface areas)
Low Gap County Park	<u>80.0</u>
	3,980.0 acres

*Includes only Federally owned property and surface of lake.

TABLE XIX (Continued)

Public Schools:

	<u>Total Site Areas</u>	<u>Playground Areas</u>
Calpella	10.0 acres	6.0 acres
Nokomis	10.0	6.0
Oak Manor	12.0	6.0
Pomolita	12.5	6.0
River	8.0	5.0
Yokayo	9.0	4.0
Frank Zeek	10.0	6.0
Ukiah Union	<u>14.6</u>	<u>11.0</u>
	86.1 acres	50.0 acres

Other:

Sewage Treatment Plant	60.0 acres
Municipal Airport	152.5
Cemetery	34.0
Utility Sites	<u>400.0</u>
	646.5 acres

Water

Water is a vital resource for the sustenance of plant and animal life. In addition, water is important for recreation and aesthetic purposes. It is absolutely necessary to retain water quality as well as water quantity.

Urbanization should not be allowed to infringe on the banks

of streams and rivers. Such infringement restricts ability of water to percolate into the underground water basin. In addition, such infringement, when it is allowed to occur in the flood plain, presents a hazard to life and property during heavy storm periods.

Minerals

Mineral resources are exhaustive and should be used wisely in order to conserve their continued use by following generations. The most notable mineral resources in the Ukiah area are the sand and gravel deposits found in the bed of the Russian River. Currently, commercial sand and gravel extraction operations are underway. Great opportunity exists for the reclamation of sand and gravel pits and extraction sites for other uses after completion of operations or during the course of the project. In order to assure compliance with as little delay as possible, the operator should be required to submit detailed reclamation plans for approval prior to issuance of a permit. A schedule for reclamation should also be required with stringent phasing and deadlines.

Wildlife

The Russian River has been identified by the State as a critical salmon and steelhead spawning area. As such, the importance of the river goes beyond its importance as a significant wildlife habitat: a contribution is made to the local economy by annually attracting scores of sportsmen. The surrounding grass, brush, and woodlands are important habitats of a variety of bird, deer, and other wildlife.

Historical/Archeological/Cultural Areas

The Ukiah Valley and surrounding areas are rich in archeological and historical sites. However, similar to many other areas in the State, these resources often bow to urbanization. Some eighteen archeological sites have been identified and investigated by the University of California. Of these, fourteen are now covered by the waters of Lake Mendocino. Every effort must be made to identify and determine the significance of the archeological resources in the area.

In addition to archeological sites, care should be given to the preservation of historical and cultural buildings and sites. To accomplish this end, it is recommended that an

Historical Commission be established. Such a commission may be for Ukiah exclusively or may be a joint City/County agency. In either case, the commission would be responsible for the following tasks:

1. Inventory of all archeological, historical, and cultural sites.
2. Development of a priority program for site preservation.
3. Investigation of all conceivable implementation programs and tools.
4. Review of all zoning applications and tentative tract maps, with a report made to the Planning Commission and City Council during the public hearing process.
5. The processing of grant applications for site acquisition.
6. Supervision of site nomination for the State and Federal Registry of Historical Places.

HAZARDS

One of the most beneficial uses of open space is to identify lands which are hazardous or of dubious stability and to remove same from intensive urban use. Such areas place human life and property in danger when urbanization is allowed to infringe. The flood plain of the Russian River, areas of greater than 25 percent slope, areas under the airport flight path, land under high voltage transmission lines, and areas defined as having high fire hazard should be kept primarily in open space and severely restricted from urban use.

It is recommended that an open space zone be developed which, essentially, allows only agricultural and recreational uses. Lands to which an open space zone could be applied are:

Fault zones

Sloping areas of 25 percent or more

Flood plains

Land under high voltage transmission lines

Land subject to mud slides or clay liquefaction and resultant low slope slides

Significant plant and animal habitats

Publicly owned open space

Creeks and rivers

In developing any open space zone, care and consideration should be given to protecting the rights of individuals and providing compensation for taking of legitimate rights. Where substantial hazards do exist, it should be the responsibility of the individual property owner to prove that development would not be injurious or in conflict with the general health, welfare, and safety of the public.

GREENBELT CORRIDORS

Open space becomes more meaningful and useful when tied together by a series of greenbelts. The purpose of greenbelts may be merely visual, or they may provide for active recreation use such as a trail. Greenbelts also act to separate and give identity to neighborhoods within the community.

In addition to corridors proposed by the Recreation and Scenic Highways Elements, it is proposed that the following areas be retained wherever feasible in open space as greenbelt corridors:

- Russian River
- York Creek
- Hensley Creek
- Ackerman Creek
- Orrs Creek
- Gibson Creek
- Doolin Creek
- Robinson Creek
- Howell Creek
- Mill Creek
- McClure Creek
- Sulphur Creek
- Howard Creek

To insure the implementation of these creek/greenbelts where

they flow through potential future urban areas, it is recommended that the matter be reviewed during the tentative tract map stage. An incentive could be offered to a developer to retain a creek in its natural state by allowing clustering, higher densities, or, if a park dedication ordinance is adopted, credit in meeting provisions of the ordinance.

These creeks should be perceived as one of the area's most critical natural resources and, as such, should not be artificially channeled or allowed to be developed other than in their current natural state. Flood control measures and opportunities for developing these as recreational facilities should be carefully weighed against the overall value and assets that these creeks provide the community at large.

ACTION PROGRAM

The following are recommended in order to implement this element:

1. Zone all areas identified as prime timber production lands to an appropriate zone which restricts and prohibits urban uses.
2. Retain as much land in agriculture as feasible. Lands, as much as practical, presently under cultivation should be zoned exclusively for agriculture.
3. Require detailed reclamation plans of all future sand and gravel extraction operations. These plans should carry a time limit for phased rehabilitation of all operations.
4. Establish a City Historical Commission or coordinate with the County of Mendocino to develop such a joint commission. The commissioner's duties would include the identification of historical, archeological, and cultural sites, development of a program plan for the preservation of such sites, and implementation of such a plan.
5. Cause to be developed and adopt an open space zone. Such a zone should not allow urban uses, but may allow

agriculture and recreation uses.

6. Develop an exclusive agriculture zone which allows only agriculture and buildings which are accessory to agriculture. Such a zone should not allow lot splits of less than ten acres. It should be noted that in the development of the agricultural zone, special attention must be paid to handling the issue of nonconforming uses. Consideration should be given to exempting lots and uses of record existing at the time of the adoption of the element from being categorized as nonconforming uses, enabling existing substandard parcel sizes to exist in agricultural areas.
7. Replace existing utilities with underground lines as feasible and continue to require the undergrounding of utilities within future residential, commercial, and industrial subdivisions in accordance with the utility's rules and regulations on file with the utility or the California Public Utilities Commission.
8. Cause to be developed by the Park and Recreation Commission a study to determine the feasibility of developing the various creeks or portion of creeks as greenbelts and determine the desirability and feasibility of developing a riding and hiking trail within this greenbelt system that would be within the fiscal capabilities of the City.

XII. RECREATION

INTRODUCTION

Recreation is an important part of the life of the community. It provides a means for relaxation, enjoyment, and physical activity. The City of [City Name] is committed to providing a variety of recreational facilities and programs for its residents.

GOAL

The goal of the City's recreation program is to provide a safe, healthy, and enjoyable environment for all residents. This includes providing a variety of recreational facilities and programs that meet the needs of all age groups and interests.

PURPOSE

The purpose of this plan is to provide a framework for the City's recreation program. It outlines the City's vision, goals, and strategies for providing recreational facilities and programs. It also identifies the resources needed to implement the program and provides a timeline for implementation.

DEFINITIONS

Parks in this plan are defined as areas of land that are owned, managed, or controlled by the City of [City Name]. They are used for recreational purposes and are open to the public. Parks may include playgrounds, sports fields, walking trails, and other recreational facilities.

A neighborhood park is a small park located within a neighborhood. It is typically used for recreational purposes and is open to the public. Neighborhood parks may include playgrounds, sports fields, walking trails, and other recreational facilities.

RECREATION

XII. RECREATION

INTRODUCTION

Ukiah is obviously rich in surrounding open space and regional recreational facilities. However, just as important as these features, are adequate neighborhood and community parks to serve residents who for any number of reasons may need and desire parks which are within close proximity to their residences..

GOAL

Social and recreational facilities should be provided throughout the community affording easy access and use by all residents both at the community and neighborhood levels.

POLICY

It shall be the City's policy to provide within the community recreational facilities for all socio-economic levels regardless of ages and interests. A system shall be developed utilizing existing parks, water courses, utility easements, and publicly owned lands.

DEFINITIONS

Parks in this element are divided into two major categories: local and regional. A local park may be of two kinds, depending upon services provided and area served: neighborhood and community.

A neighborhood park serves a small clientele. The service radius usually extends to the same area as served by an elementary school and potential users are within walking distance. Facilities may include tot-lot, play equipment, picnic facilities, or a neighborhood park may be for passive

use and may be classified a mini-park. Size is usually from less than an acre to 10 acres.

A community park serves a wider number of potential users and includes a wider variety of facilities. Besides those facilities normally provided in a neighborhood park, a community park may include tennis courts, swimming pool, or meeting/activities building. Size is usually between 10 and 50 acres.

A regional park attracts potential users from throughout the region by providing such facilities as group picnic grounds, camping, or golf course. Sizes range from 50 acres.

EXISTING PARKS

The existing developed and undeveloped parks within the planning area are summarized in Table XX.

TABLE XX PARKS WITHIN UKIAH PLANNING AREA

DEVELOPED PARKS

<u>Name</u>	<u>Size</u>	<u>Classification</u>
Vinewood	4.7	Neighborhood
Todd Grove	16.2	Community
Giorno	12.0	Community
Perkins Street	.2	Mini-park
McGarvey	1.0	Neighborhood
Seminary	<u>.2</u>	Mini-park
TOTAL	34.3 acres	

UNDEVELOPED PARKS

Oak Manor	4.0	Neighborhood
Riverside	<u>38.8</u>	Community
TOTAL	42.8 acres	

In addition to those neighborhood and community facilities outlined above, regional recreation facilities exist at Lake Mendocino (1,670 acres), and the County is in the process of developing Low Gap Regional Park (80 acres). Also the 12th District Fairgrounds (48.7 acres) and the Municipal Golf Course (130 acres) provide regional recreation facilities..

STANDARDS

The following standards are recommended for use in the Ukiah area:

TABLE XXI PARK STANDARDS

<u>Classification</u>	<u>Acres/1,000 People</u>
Neighborhood Park	2.0
Community Park	2.0
Regional Park	6.0

DEFICIENCY ANALYSIS

Given the recommended standards, Ukiah currently meets requirements for community and regional parks. However, neighborhood parks are extremely deficient in size as well as distribution - no neighborhood parks are south of Clay Street nor are any east of the river. A community park should be developed east of the river.

In order to correct current deficiencies and to provide local parks for future residents, a vigorous park acquisition program should be undertaken at the present time. To help offset deficiencies as development occurs, a park dedication ordinance should be adopted which requires land dedication or in-lieu fees for future residential developments.

The City should pursue agreement with the school district for neighborhood recreation.

TABLE XXII PARK NEEDS

<u>Classification</u>	<u>Existing Park Acreage</u>	<u>Existing Park Needs</u>	<u>Future Park Needs*</u>
Neighborhood Parks	10.1	40	56
Community Parks	67.0	40	56
Regional Parks	<u>4,158.7</u>	<u>120</u>	<u>168</u>
	4,235.8	200	280

*Based upon an ultimate population of 28,000.

TRAILS/LINKAGES

Trails act in a dual capacity: they provide recreation to the hiker, jogger, bicyclist, or equestrian; and they allow the linkage of other recreation/open space/cultural sites. Two levels of trails are proposed by this plan: (1) trails for hiking and equestrian use; and (2) trails or ways for bicycle use.

Hiking/Equestrian Trails

Opportunity exists to provide a system of trails for use by pedestrians and equestrians. Because of the desirability of retaining a relatively soft surface, hiking/equestrian trails need not be an expensive burden.

Potential trail routes include:

The banks of the Russian River.

Orr Creek with a linkage to the Fairgrounds.

East fork of the Russian River, providing linkage to Lake Mendocino.

Bicycle Trails

Bike trails may be used for purposes of transportation as well as recreation and may be of two types:

TABLE XXIII PROPOSED LOCAL PARK SITES

	<u>Classification</u>	<u>Location</u>	<u>Approximate Size</u>
1.	Neighborhood Park	Adjacent to proposed elementary school - Vichy Springs Road	4.0
2.	Neighborhood Park	Adjacent to proposed elementary school - Redemeyer Road	4.0
3.	Neighborhood Park	Adjacent to Nokomis Elementary School - Doolin Creek at Heden Avenue	8.0
4.	Neighborhood Park	West of Dora Street and south of Fircrest Drive	10.0
5.	Neighborhood Park	McClare Creek at Knob Hill Road	4.0
6.	Neighborhood Park	Vichy Springs	4.0
7.	Neighborhood Park	Russian River at Mendocino Drive	4.0
8.	Community Park	Mendocino State Hospital - Addor Lane at Sanford Ranch Road	20.0

1. A bike trail is a separate easement.
2. A bike route is located within an existing street or highway easement, but not physically separated. Striping and posting of signs to designate the route is of particular importance. Also, it is important to designate routes which follow streets that are lightly traveled by automobile traffic.

Bicycle trails and routes should serve to connect schools, parks, and other community features.

Potential bicycle routes include:

Helen Street - from Nokomis School to Mendocino Drive.

Mendocino Drive - from Helen Avenue to Gardens Avenue.

Gardens Avenue - from Mendocino Drive to Mendocino Drive.

Mendocino Drive - from Gardens Avenue to Spring Street.

Spring Street - from Pomolita Drive to Cypress Avenue.

Cypress Avenue - from Spring Street to Bush Street.

Bush Street - from Cypress Avenue to Frank Zeek School.

Luce Avenue - from Helen Avenue to St. Mary's School,
Pomolita Drive.

Dora Street - from Pomolita Drive to Gobbi Street.

Gobbi Street-River Road - from Dora Street to Riverside Park.

Pine Street - from Low Gap Road to Vinewood Park.

Low Gap Road - from Bush Street to Mazzoni Road, extending
west to the proposed new high school.

Mazzoni Road - from Low Gap Road to the Fairgrounds.

In addition to those routes described above, an off-street trail should be constructed along old U. S. 101 from Low Gap Road to Marina Drive, providing access to Lake Mendocino.

ACTION PROGRAM

The following steps should be initiated in order to implement the Recreation Element:

1. Adopt as a policy guideline a standard of 4 acres of local park for every 1,000 residents.
2. Cause to be developed and adopt a park dedication ordinance and in-lieu fees.
3. Develop Oak Manor and Riverside Parks.
4. Initiate negotiations with appropriate State agencies in order to obtain a portion of Mendocino State Hospital for use as a community park site.
5. Instruct staff to develop a priority list for trail acquisition and development so that funds may be appropriated for fiscal year 1974-75.
6. Coordinate with appropriate County agencies to develop a comprehensive bicycle, hiking, and equestrian trail acquisition and development program.
7. Study feasibility of providing area for off-road vehicles.
8. Establish a recreation district to serve the recreation needs of the entire Ukiah planning area.
9. Acquire and develop a neighborhood park in the southern portion of the City.

III. SCENIC HIGHWAYS

Introduction

The Scenic Highway Program is a means by which the State of California has endeavored to preserve and enhance the scenic resources of the State. It is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State.

The Scenic Highway Program is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State. It is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State.

The Scenic Highway Program is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State. It is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State.

The Scenic Highway Program is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State. It is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State.

The Scenic Highway Program is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State. It is a program which is designed to provide for the enjoyment of the State's scenic resources by the people of the State and by visitors to the State.

SCENIC HIGHWAYS

XIII. SCENIC HIGHWAYS

INTRODUCTION

The Scenic Highway Element is a plan and program for the identification and protection of scenic corridors within the Ukiah planning area. It is required in the State Planning Act as a mandatory element of the general plan.

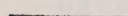
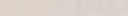
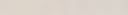
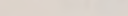
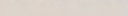
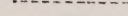
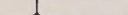
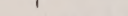
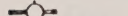
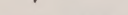
The Master Plan for State Scenic Highways was established in 1963 by the State Legislature. It defined the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the highway system which, together with the adjacent scenic corridors, required special scenic conservation treatment.

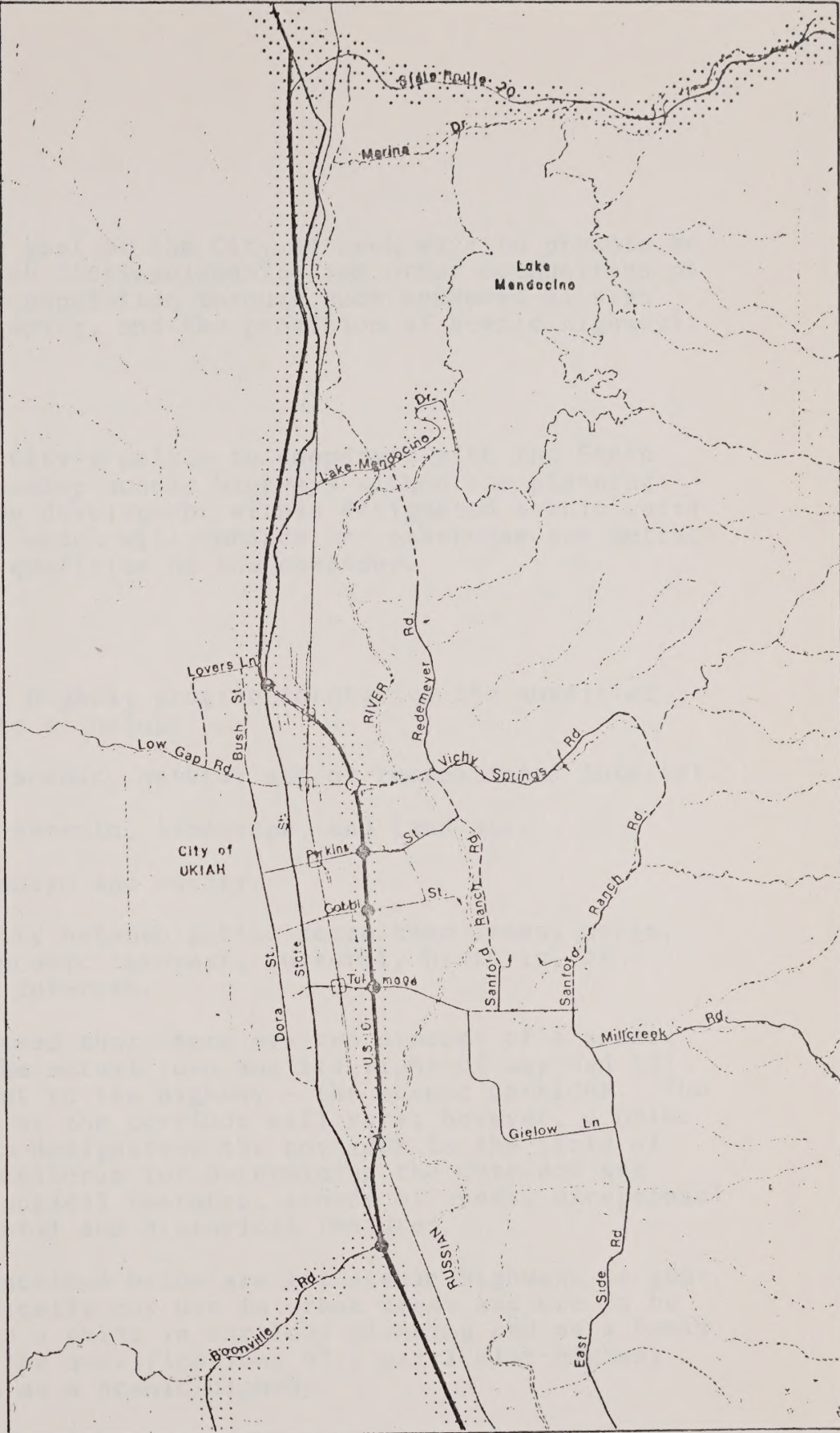
There were originally 31 scenic highway routes established by the State of California. The system has been expanded to include almost one hundred individual corridors.

Within the Ukiah planning area only State Route 20 and State Route 101 north of 20 are included in the State's Master Plan of Scenic Highways as indicated on Figure 10. However, that route has not been officially designated as a portion of the State Scenic Highway system.

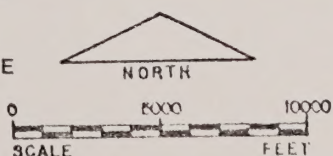
The Scenic Highway Element suggests a program for planning, development, and maintenance of local highways in recognition of some of the unique natural resources and physical features of the Ukiah planning area. This is a concept plan calling attention to the design and construction of highways as "complete" highways and the preservation and enhancement of scenic areas traversed by highways. The plan has been prepared to identify and evaluate scenic corridors in the planning area.

LEGEND

-  FREEWAY
-  STATE HIGHWAY
-  ARTERIAL
-  Proposed Arterial
-  COLLECTOR
-  Proposed Collector
-  INTERCHANGE
-  Proposed Interchange
-  RAILROAD
-  PROPOSED LOCAL SCENIC ROUTE
-  UNOFFICIAL STATE SCENIC HIGHWAY



JANUARY 1974



LAMPMAN & ASSOCIATES
ENVIRONMENTAL ENGINEERS
 MANAGEMENT PLANNING ENGINEERS

GOAL

It should be the goal of the City to seek ways to promote an identity for Ukiah distinguishable from other communities of similar size and population through such measures as sign controls, landscaping, and the provision of scenic highways.

POLICY

It shall be the City's policy to cooperate with the State and County to develop scenic highways within the planning area and to allow development within designated scenic corridors in a manner which will enhance and otherwise not detract from the scenic qualities of the corridor.

CRITERIA

The State Scenic Highway program identifies the qualities of a scenic route as being:

1. Quality in scenic, natural and/or recreational interest.
2. Variety of terrain, landscape, and land use.
3. Adequate design and safety.
4. Accessibility between public recreation areas, parks, points of scenic interest, cultural, historic, or scientific interest.

It must be stressed that there are two aspects of a scenic highway: (1) the actual road and its right-of-way and (2) the land adjacent to the highway - the scenic corridor. The extent and size of the corridor will vary; however, a prime consideration in designating the corridor is the field of vision. Other criteria for determining the corridor are significant geological features, stands of trees, exceptional views, and cultural and historical features.

The criteria described below are for scenic highways in general and specifically for use in urban areas and are to be utilized both as a guide in corridor planning and as a basis for evaluating the qualifications of a particular highway for designation as a scenic highway.

Due to differing conditions adjacent to the highways eligible for official designation as scenic highways, the criteria may not be applicable to all corridors. The criteria serve, nevertheless, as guides for local jurisdiction for both aspects of scenic highways - the treatment of the actual roadway and the surrounding land in the corridor.

Treatment of the Roadway

The problem of highway location and design is a search for the ideal solution to meet the requirements of traffic service, safety, economics, local area benefits, and the preservation and enhancement of scenic and historic values.

One of the fundamental aspects of scenic highway design in the Ukiah planning area is the subordination of the roadway to the landscape: its fitting to the terrain through the selection of an alignment achieving this, rather than the fitting of the terrain to a rigid alignment.

The minimizing of cuts and fills should take precedence over shortening the route. When cuts and fills are unavoidable, the new contours should be sculptured to blend with the natural grounds, retaining walls of pleasing design and materials used or an irregular effect produced wherever erosion control is not affected, such as in hard rock areas.

The alignment of the roadway should take into account the cone of vision of the motorist and be aimed at the short and long range views available along the way enhancing them with foreground framing.

Vegetation and topography should be utilized to screen off unsightly areas from the roadway through careful alignment.

The roadway itself should have a visual quality and riding comfort resulting from its horizontal and vertical design. Except when used conspicuously to prolong viewing opportunities, long tangents should be avoided beyond the sight distance necessary for safety. Curves should be introduced taking advantage of natural or man-made features.

The Scenic Corridor

The local governing body should have an adopted scenic highway element, relating to other elements of the general plan, as defined in the State Government Code, Section 65302, or at least an area general plan that designates scenic corridors. Within these scenic corridors the following principles should be followed.

Specific Plans - The local governing body should have an adopted specific plan for the scenic highway corridor under the authority of the Government Code, Sections 65600 through 65704. (Note: Plans proposed by developers may be adopted by the local governing body as specific scenic highway corridor plans, provided these plans are in compliance with the intent of the scenic highway element and the developer adheres to the necessary actions to protect the appearance of the scenic corridor.)

Zoning - The zoning ordinance should give particular attention to scenic values and to protection of the corridor. This ordinance should include control of the following matters: architectural review, site plan review, land uses, building heights, building setbacks, residential density, building coverage, lot area, planned unit development, historical preservation, on-premise signs, outdoor advertising, flood plain, screening and landscaping, quarries, and other excavations. The zoning maps should show the corridor boundaries within which added controls should be in effect.

Transfer of Public Lands - Should any land in public ownership be sold or exchanged, appropriate and enforceable restrictions which would carry out the intent of the scenic highway program should be written in the deed by the public agency disposing of the land. Transfer to another public agency should be explored first, as well as lease or leaseback to a private party.

Purchase - Every opportunity for acquisition or corridor land in fee should be thoroughly explored by public agencies. Consideration should be given to locating in the corridor such public

uses as information centers, roadside rests, vista stations, parks, playgrounds, wild areas, wildlife refuges, cultural centers, etc.

Gifts and Dedications - Gifts and dedication of land to a public agency should be encouraged and accepted.

Easements - When public uses are not contemplated, the acquisition of development rights of scenic easements should be actively pursued by public agencies. These lesser property rights retain the land on the tax rolls - if at a lower rate - leaving responsibility for maintenance with the private owner, allow private uses compatible with the scenic highway program, and may be acquired at a lower cost than outright purchase.

Urban Redevelopment - The complex program of governmental actions involved in urban redevelopment projects could be utilized in some cases for the improvement of the scenic corridor.

Building Heights and Setbacks - Heights and setbacks of structures should be controlled so as not to obstruct important views. A variety of standards should be applied in order to achieve this purpose under different conditions.

Screening - Unsightly uses, such as junk yards, should not be allowed. Those existing or indispensable should be inconspicuously located or screened from the highway by effective planting, grading, and fences.

Subdivision Regulations - When subdivisions are allowed in the corridor, tentative map approval should be subject to conditions carrying out the intent of the scenic highway program. These conditions should relate to such considerations as: limiting of cut and fill, tree preservation and planting, bank seeding and planting, limited access onto scenic highway, low density use of steep land, cluster development, setback from water edges, easement dedication, screening, road design standards, and underground utilities.

Building Code - A strict enforcement of the building code can significantly, though indirectly, contribute to the improvement of aesthetic qualities.

Housing Code - A strict enforcement of a fire prevention code can also indirectly contribute to the program, as would the building and housing codes. Fire prevention programs should avoid unsightly controlled burns, sometimes destroying native flora of scenic value. Appropriate planting and maintenance would avoid such a measure.

Litter Control - An anti-litter ordinance should be effectively enforced. Public areas under the jurisdiction of local government should be carefully maintained.

Weed and Insect Control - Attention should be given to the use of weed and insect control measures to eliminate unsightly conditions in the corridor, avoiding also the destruction of scenic native flora.

Native Wild Flower Planting - Along with protective erosion planting and landscaping, establishment of a native flower planting program should be given consideration.

Water Pollution - Water quality control should be enforced on the basis of odor and appearance, as well as health hazard, particularly in streams and lakes within the corridor.

Management of Public Lands and Easements - Protection of lands under the direct jurisdiction of Federal, State, or local agencies should be achieved through the land management practices of these agencies.

Public Works - Public works operations beyond the scenic highway itself should be reviewed for their compliance with the intent of the program. Levees, jetties, dams, County roads, City streets, public signs, etc. should conform to the standards of this program. Intersections of the scenic highway with new roads should be limited.

On-Premise Signs - The size, height, number, and type of on-premise signs allowed should be the minimum necessary for identification.

Outdoor Advertising - No off-premise outdoor advertising should be allowed. Provision should be made for eventual elimination of existing structures. Information panels for advance notice to the motorists should be provided in public or commercial information sites appropriately designated.

Location of Overhead Utility Lines - When overhead utility lines are indispensable, poles and wires should be located so as to be inconspicuous from the highway. Use of poles of an improved design should be considered. Combined or adjacent right-of-way and common poles should be used wherever feasible.

Earthwork Operations - Grading or earth moving operations should be done with a minimum of disturbance to the natural ground and result in naturalistic, architectural, or sculptured forms. Quarries should be restored to an attractive appearance.

Cover and Screening - Vegetative cover, compatible with the area, and other screening devices should be provided to hide the scars and blend with the natural landscape.

Erosion Control - Adequate erosion control measures should be provided in addition to those mentioned above.

Water Edges - Edges of lakes, rivers, and creeks should be preserved in their natural condition or treated so as to result in an attractive appearance. Edges of canals, reservoirs, and other water developments should be designed and treated so as to result in natural, architectural, or sculptural forms.

Plant Material - Existing specimens and stands of trees and other plant materials of outstanding value should be preserved. Tree planting and reforestation should be carried out based on visual impact from the highway. Selective clearing should be done in order to reveal important views from the highway.

Development Design - Site planning and architectural and landscape design should result in an attractive appearance from the highway and a harmonious relationship among the various elements of the development and with the existing landscape.

All structures, if any, within the scenic corridor should be designed to take advantage of the scenic setting. A definite relationship to the natural environment should be emphasized in site selection, material selection, traffic patterns, landscaping, signing, lighting, and overall composition and design.

In order to assure compliance of this requirement, it is recommended that architectural control be provided as a matter of policy for all structures constructed within scenic highway corridors. All structures which are in any way financed by County or City controlled agencies as a matter of procedure will be expected to receive architectural approval from the appropriate body designated by the legislative body of the particular jurisdiction involved. Government agencies outside the control of local legislative bodies should be encouraged to voluntarily participate in a reasonable architectural approval by ordinance. Such an ordinance should be considered for adoption by each of the local legislative bodies having responsibility over the scenic corridors traversed by scenic highways.

Property Maintenance - Structures on private properties especially visible from the highway should be maintained in good condition and with proper attention to their appearance. The grounds should be kept up (free of trash and other objectionable uses) or effectively screened from the highway.

Urban Areas

When the highway passes through urban areas, proper attention should be given to the urban form and man-made aesthetics, rather than to the effects of nature which are of concern in rural areas. Some of the special considerations related to urban areas are:

Development Design - Originality in landscape and construction designs should be encouraged. They should be in keeping with Cityscape and skyline and reflect the density, movement, and activities of the population.

Public Use - Public uses by all levels of government - Federal, State, County, and City - should be encouraged within the corridor for the opportunities they offer

to obtain total aesthetic control. The responsibility of public agencies to achieve aesthetic quality in their buildings and ground is heightened in the corridor.

Signs and Outdoor Advertising - Sign and outdoor advertising controls should be reviewed in the urban context and relate to such considerations as: protection of urban views, compliance with public safety, and respect for the proportionate and orderly appearance of advertising in relation to the environment.

Entryways

It is recommended, where possible, that scenic entryways be constructed at the entrances of scenic highways and that special consideration be given scenic highway entryways at jurisdictional boundaries.

SCENIC ROUTES

Potential scenic routes designated on Figure 10 include the following:

State Scenic Highways

State Route 20

Local Scenic Highways

Boonville Road (State Route 253)

Lake Mendocino Drive

Marina Drive

U. S. 101 (New Highway)

ACTION PROGRAM

The following steps should be initiated in order to implement an effective scenic highway program in the City of Ukiah and its environs:

1. Develop a priority ranking for all potential scenic routes.
2. Determine and have the City adopt specific criteria and appropriate development restrictions for each scenic route.
3. Based on criteria developed by the City, the City should adopt within its jurisdiction specific plans in scenic highways and encourage the County to do likewise in the unincorporated portions of the Ukiah planning area.
4. Use existing design review board to review all land use and development proposals which fall within the corridors of locally designated scenic highways identified by the City and apply appropriate principles outlined under the criteria for scenic highways.

SEISMIC SAFETY

XIV. SEISMIC SAFETY

INTRODUCTION

Californians are well aware of the potentiality of seismic hazard. Since the turn of the century, earthquakes have wrought severe destruction - sometimes nearly leveling entire cities. The most recent occurrence was in the San Fernando Valley area in 1971, causing widespread damage throughout the greater Los Angeles Metropolitan Area.

The California Division of Mines and Geology has estimated that with failure to take precautionary measures at this time, future earthquake losses to the year 2000 would be approximately \$20 billion, with a loss of life that numbers in the thousands.

The public, in general, has become very aware and concerned regarding seismic hazard. As a result, State law now requires that every general plan include a Seismic Safety Element [Government Code Section 65302(f)]. It is almost ironic that legislation requiring the Seismic Safety Element was not enacted until after the 1971 San Fernando earthquake. Possibly, that disaster did more than anything else to encourage the legislation. However, the intent of the legislation is to prevent future catastrophies by initiating action now to the end of making safe residential areas and bringing buildings up to earthquake standards. The Government Code requires the following:

"A seismic element consisting of an identification and appraisal of seismic hazards, such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches."

POLICY

The following policy statement was developed and was the

basis of the development of this General Plan element.

It shall be the City's policy to identify areas of geologic and man-made hazards and to appropriately zone to restrict and limit development. Steeply sloping areas, areas of unstable soils, fault zones, and flood plains shall be retained in open space. The other hazardous areas are covered by the Safety, Noise, and Open Space/Conservation Elements.

SCOPE

The effects of earthquakes may take several forms. The most common destructive effect is ground shaking. Structures must be engineered and constructed to withstand the shaking force or severe damage will result. The California Council on Intergovernmental Relations "General Plan Guidelines" notes that "the greatest existing hazard in the State is the continued use of tens of thousands of older structures incapable of withstanding earthquake forces.

Another effect of earthquakes is ground failure. Ground failures may take the form of landslides, rock falls, subsidence (the sinking of land), or liquefaction (the saturation by water of the subsurface resulting in complete loss of strength). Avoidance of these areas or stabilization through adequate geologic and soil investigations and engineering can mitigate these hazards.

A third effect of earthquakes is ground displacement along faults. Such displacement may be vertical or horizontal and may range as much as 30 feet. All construction, including utilities and roads, should be prohibited in such areas.

A fourth effect are seiches which are waves in lakes and reservoirs due to tilting or displacement of the bottom or bordering areas. Of particular concern in these areas is the potential failure of dams. Most modern dams, such as the Coyote Dam, have been designed and built to be earthquake resistant.

SEISMIC ACTIVITY

The Ukiah planning area is located in an area identified as having moderate earthquake intensity - probable maximum

intensity ranging from VII to VIII on the Modified Mercalli Intensity Scale. Only a portion of a known fault is located in the upper northern part of the study area along York Creek (approximately location).

The other dominant faults, while not in the planning area, are the San Andreas, located approximately 30 miles to the southwest, and the Stony Creek, located approximately 40 miles east in Colusa County.

The City should act now to develop a contingency plan in case of severe earthquake or other emergencies. Such a plan should consider such items as manpower needs, methods to test and evaluate effectiveness of the plan, inventory of available equipment and supplies, identification of lacking equipment and supplies, and an acquisition program to obtain all needed supplies.

A detailed geological study should be undertaken to identify specific areas of liquefaction, shallow groundwater, soft and unstable soils, and other areas which present hazards as a result of seismic activity.

ACTION PROGRAM

1. Designate the land underlying the identified fault, as well as the surrounding area, as open space or a similar appropriate zone. The zone should allow NO urban uses whatsoever.
2. Initiate a study of all masonry structures in the planning area to determine which are insufficient to withstand earthquakes.
3. Instruct staff to review the building code in light of recent technological advances with respect to seismic safety. The code should be updated as needed.
4. Appoint a committee to review Civil Defense procedures and to develop a contingency plan for use in the event of natural disasters such as a severe earthquake.
5. Cause to be initiated a detailed geologic survey which would identify specific hazardous areas resulting from seismic activity.

IV. SAFETY

Introduction

The purpose of this section is to provide information on the safety of the product. It is important to read and understand the safety instructions before using the product. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times.

The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times.

The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times.

Conclusion

The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times.

The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times.

The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times. The safety instructions are provided in this section to help you avoid accidents and injuries. Please read the safety instructions carefully and follow them at all times.

SAFETY

XV. SAFETY

INTRODUCTION

In addition to seismic hazards, Californians are well aware of the hazardous potential of fires, floods, and landslides. Awareness has been both by government and the general public; safety has been included as a mandatory general plan element under the assumption that specific courses of action can be outlined in general plans to prevent the reoccurrence of natural and man-made hazards.

Government Code Section 65302.1 requires "a safety element for the protection of the community from fires and geologic hazards, including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard."

This element was completed with the intention of conforming to other elements of this general plan. The Safety Element has been developed particularly in conjunction with the Seismic Safety, Open Space/Conservation, and Circulation Elements. Those elements contain aspects of safety which will not be repeated here.

POLICY

The California Council on Intergovernmental Relations "General Plan Guidelines" identifies the objective of the Safety Element as being to introduce safety considerations in the planning process in order to reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from fire and dangerous geologic occurrences.

The following policy statement was developed and provided the basis for completion of this element.

It shall be the City's policy to identify areas of geologic

and man-made hazards and to appropriately zone to restrict and limit development. Steeply sloping areas, areas of unstable soils, fault zones, and flood plains shall be retained in open space.

FIRE HAZARD

Ukiah is surrounded by uninhabited hills and mountains which are covered with grass, oaks, and conifers. Dry, hot summers coupled with steeply sloping topography and poor access make the surrounding area an extremely high fire hazard.

The Public Resources Code of the State of California defines hazardous fire areas, outlines use restrictions, states minimum protection requirements, and assigns administration of the code with regard to fire protection to the State Division of Forestry.

The County Supervisors Association of California has prepared Fire Safety Guides for California Watersheds which include requirements for access, water supply, brush clearance, densities, fire breaks, and street naming and building addresses.

Of particular concern within the City of Ukiah and immediate vicinity is east-west circulation for emergency and evacuation purposes. As pointed out in the Circulation Element, existing east-west access is insufficient and can be expected to become more so as residential development occurs east of the Russian River. To alleviate the situation, the following have been recommended:

1. Extension of Low Gap Road to Vichy Springs Road.
2. Grade separations at the intersections of the railroad and Low Gap Road, Brush Street, Perkins Street, Gobbi Street, and Talmage Road.
3. New freeway interchange at Low Gap Road.
4. Goal should be retention of fire fighting aircraft within close proximity of Ukiah.

FLOOD HAZARD

Flood hazard exists along the Russian River. As the area is urbanized and percolation surfaces are decreased, runoff will be greater during peak storms and the flooding hazard will increase. It will become increasingly important that the flood plain be retained in its natural state. Action now to preserve the flood plain will circumvent future need to undertake expensive flood protection work along the river.

It is recommended that the City join with the County to request the United States Army Corps of Engineers to undertake a detailed flood plain study of the Russian River and its tributaries in the Ukiah planning area.

STEEPLY SLOPING LAND

Areas of 25 percent or greater slope have been mapped (see Open Space/Conservation Element). No development should be allowed in those areas due to instability of steeply sloping areas. Should development be permitted, it is recommended that detailed soils, geologic and engineering studies be undertaken and sufficient mitigation and safety measures be addressed.

AIRPORT CLEAR ZONE

As previously indicated, this plan does not recommend an increase in airport facilities and service. The City of Ukiah is currently expanding its clear zones to meet FAA requirements. For safety reasons, it is recommended that stringent zoning controls be enforced to retain expanses of land surrounding the airport in open space or non-residential uses.

STRUCTURAL DEFICIENCIES

Ukiah, particularly the older downtown core, contains a number of buildings constructed prior to adoption of modern building codes that lack modern safety features. Outdated and insufficient electrical wiring, fire blocking, unsafe heating systems, and open stairwells are all too common in many of these structures. It is recommended that a

program be initiated to inspect all buildings used by the general public, including private commercial business and office buildings, hotels, and apartment buildings. In addition, it is recommended that a survey be undertaken to identify any areas which may lack hydrants or insufficient water mains.

ACTION PROGRAM

The following recommendations are put forth in order to begin the implementation of the Safety Element:

1. Develop those arterial streets as specified by the Circulation Element. Of particular concern is east-west circulation to allow emergency access.
2. In conjunction with the County of Mendocino, request the United States Army Corps of Engineers to undertake a flood plain study of the Russian River in the vicinity of Ukiah.
3. Initiate steps to more specifically identify and map hazardous areas in the Ukiah planning area. Of particular concern is identification of unstable soils and areas of high water table.
4. Cause to be developed a Contingency Plan (see Seismic Safety Element).
5. Initiate steps to undertake grade separation studies of arterial streets which cross the railroad (see Circulation Element).
6. Instruct staff to annually review and report the safety aspects within the community. Such review should be done in cooperation with the fire and police departments, State forestry, and other agencies as deemed appropriate.
7. All development proposals should be reviewed by concerned police and fire departments in order to determine compatibility with this element.
8. Initiate steps to undertake inspection programs of buildings to determine existing and potential fire and other safety hazards.

9. Instruct staff to review the City Building and Zoning Codes and make recommendations for incorporating objectives of this element into those codes.
10. Instruct the fire department to investigate and report regarding any urbanized area which currently lacks hydrants or insufficiently sized water mains.

XVI. NOISE

1. Introduction

Noise is a complex phenomenon that can be defined as any unwanted or disturbing sound. It is a major public health problem because of its adverse effects on human health and the environment. Noise pollution is a global issue that affects millions of people every day.

There are many sources of noise, including traffic, industry, construction, and recreation. Noise can be measured in decibels (dB), which is a logarithmic scale. The World Health Organization (WHO) has established guidelines for noise levels to protect human health.

Noise can have both short-term and long-term effects on human health. Short-term effects include annoyance, sleep disturbance, and increased heart rate. Long-term effects include hearing loss, high blood pressure, and mental health problems.

There are many ways to reduce noise, including using sound barriers, noise abatement measures, and soundproofing.

Source of Noise	Typical Noise Level (dB)
Normal conversation	60-70
City traffic	70-85
Construction site	85-95
Jet airplane	120-140
Rock concert	110-120
Shaver	70-80
Blender	80-90
Power drill	90-100
Leaf blower	100-110
Chainsaw	110-120
Jackhammer	120-130
Excavator	130-140
Tractor	140-150
Truck	150-160
Train	160-170
Jet airplane	180-190

NOISE

XVI. NOISE

INTRODUCTION

Government Code Section 65302(g) requires "a noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements."

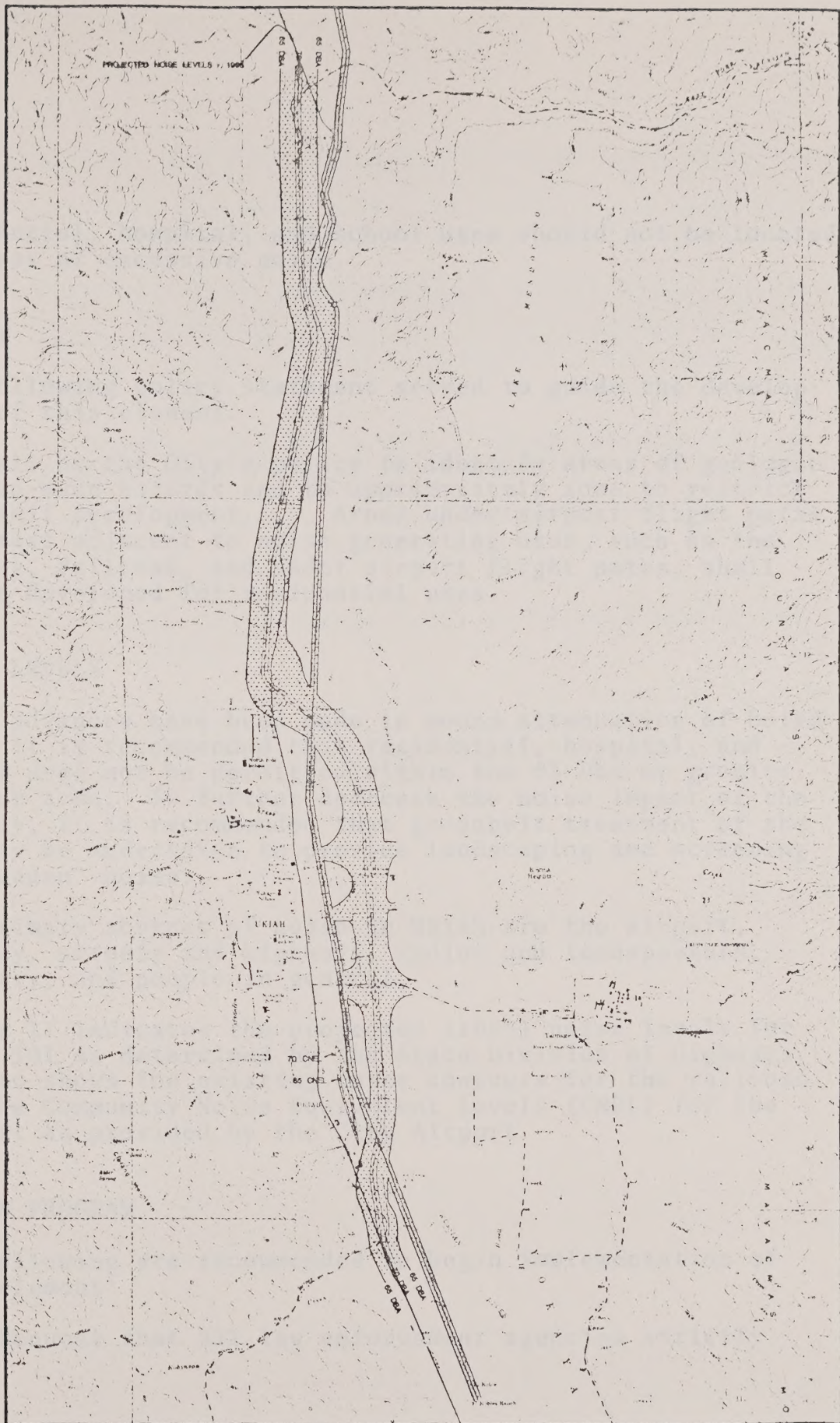
Ukiah is not currently plagued with noise problems as are many other more urbanized areas. However, with increased urbanization, noise problems may conceivably arise unless an action program is undertaken at this time to control noise in the community.

Noise is measured in sound levels which are perceived by the human ear on a scale using the decibel and expressed by the symbols "Dba" or Db." The scale is from 0 (the lowest perceived sound) to 140 decibels (the threshold of pain).

Some characteristic decibel measurements in urban areas are:

Nighttime Suburban:	35 db
Daytime Residential:	55-65 db
Daytime Light Commercial Traffic:	60-75 db
Helicopter Flying Overhead:	90-100 db
Truck Passing on a Major Highway:	90 db
Freight Train at 40 mph and 200 feet Away:	100 db

In general, sound levels range from 30 Dba to 100 Dba.



NOISE CONTOURS

FIGURE II

GENERAL PLAN
UKIAH, CALIFORNIA

GOAL

Residential, hospital, and school uses should not be located in areas of excessive noise.

POLICY

The following policy statement served to guide the development of this element.

It shall be the City's policy to identify areas of geologic and man-made hazards and to appropriately zone to restrict and limit development... Areas under airport flight paths and areas adjacent to noise generating uses, such as the freeway, railroad, and under airport flight paths, shall not be developed for residential uses.

NOISE LEVELS

While advances have been made in sound attenuation of buildings, it is recommended that residential, hospital, and school uses not be permitted within the 65 Dba or greater contour area. To further decrease the noise impact of the freeway, it is recommended that greenbelt treatment of the freeway be undertaken to provide landscaping and screening to "deaden" noise.

The primary sources of noise in Ukiah are the airport, freeway, streets and highways, radios and loudspeakers, industry, and people in general.

Figure 11 indicates the projected (1995) noise levels for U. S. 101 as determined by the State Division of Highways. It also shows the existing noise contours for the railroad and the Community Noise Equivalent Levels (CNEL) for the airport as provided by the City Airport.

ACTION PROGRAM

The following are recommended to begin implementation of this element:

1. Request that all law enforcement agencies strictly

- enforce statutes pertaining to motor vehicle mufflers.
2. Initiate action to work with the planning area industries to develop sound level suppression measures.
 3. Develop a landscaped greenbelt buffer along the freeway.
 4. Enforce rigid land use control measures in the vicinity of the airport to retain extensive clear zones and buffer areas.
 5. Coordinate with the County of Mendocino to develop a joint City/County noise ordinance.
 6. Require developers to sound attenuate all future structures in the vicinity of the freeway, railroad, and the airport.
 7. Establish truck routes which avoid residential and school areas.
 8. Require setbacks, landscaping, and screening next to noise generating sources in residential areas in accordance with guidelines and standards established by the City.

COMMUNITY DESIGN

XVII. COMMUNITY DESIGN

INTRODUCTION

The State of California Government Code Section 65303(7)(g) permits each local government to cause to be prepared and adopt a Community Design Element. This is not a mandatory element but it is included here for the sake of a more complete, more useful document.

The image of Ukiah is a function of the composite interactions of the man-made and natural elements of the City. This occurs at a variety of scales. On the large scale we see human habitation running the length of a narrow valley surrounded by rolling, scrub-covered hills. Focusing in, we see that the City is served by two major north-south axes: the Redwood Highway and Freeway 101. A driver on State Street sees Ukiah as strip development zipping up the center of an older, heavily developed lowland. The driver along 101 sees a fresher, more agriculturally oriented town because the newer throughway has thus far been spared the constraining and combative features of peripheral commercial development. Focusing in even further, we see the condition of smaller scale elements. The creeks, for example, which drain the watersheds of the surrounding hillsides are culverted as storm sewers when they enter the urbanized section of town.

Similarly, we see that the natural, drought-tolerant vegetation on the hillsides changes abruptly to the exotic, water-demanding trees and shrubs that are planted in the yards of residential subdivisions. In turn, the ornamental verdure of foothill homes is replaced by utility lines, standards, and signs on State Street. At the smallest scale we observe the precise elements that compose the landscape and the Cityscape. For example, the urbanized sections of Ukiah have black asphalt streets with painted white stripes for crosswalks, raised lane indicators, and 6 inch concrete curbs; in the rural parts of town the roads are dirt and gravel, no sidewalks or gutters to be seen.

Thus, community design entails aesthetic considerations in several dimensions. In Ukiah, community design must incorporate everything from the broadest sweep of the landscape to the smallest paving stone in a sidewalk.

GOAL

It should be the goal of the City to seek ways to promote an identity for Ukiah distinguishable from other communities of similar size and population through such measures as sign controls, landscaping, provision of scenic entryways, etc.

POLICIES

Residential Areas

Neighborhood "personality" should be encouraged where residents wish to retain a distinct or special local atmosphere peculiar only to that area.

Community Design

It shall be the policy to allow future development and to enhance existing development through a positive program of downtown revitalization, sign controls, undergrounding of utilities, architectural review, and retention of community and neighborhood identity through zoning control.

DEFINITIONS

The following vocabulary of community design is appropriate to the aesthetic organization of Ukiah. It is the arrangement of these several elements that creates interesting spatial sequences and attractive environments. The relationship among the paths, edges, nodes, districts, and landmarks is the framework of community design in the General Plan for Ukiah.

Paths

Paths are the channels along which the observer customarily, occasionally, or potentially moves. They may be streets,

walkways, transit lines, canals, railroads, or flight patterns. Since other environmental elements are often arranged around paths, paths usually constitute the predominant element in the City's visual image.

The key paths in the Ukiah General Plan are the north-south and the east-west axes. Route 101, State Street, Dora Street, and River Road (extended) run lengthwise in the valley; Low Gap Road/Brush Street (extended), Perkins Street/Vichy Springs Road, Gobbi Street/River Road/Levaggi Lane, and Talmage Road traverse it.

Other important paths include the landing pattern to the Ukiah Municipal Airport, the tracks of the Northwestern Pacific Railroad, and the landscape easements along stream channels. The influence of these paths on the configuration of development in Ukiah is demonstrated in the Land Use Element and the Circulation Element.

Edges

Edges are boundaries or linear breaks in spatial continuity. They may be shores, railroad cuts, walks, steep slopes, aqueducts, or power lines. Edges may act as a barrier or as a seam, performing an organizational role in the scheme of a city.

The major edges in the Ukiah General Plan are: the Russian River, the numerous creeks draining the hillside watersheds, the railroad right-of-way, the slopes greater than 25 percent, the freeway, and the City limits. The river, railroad, and freeway separate east side development from west side services, the creeks demand protective buffer zones, the steep terrain checks development from creeping up the hillside, the City boundaries define an assortment of assessments and services. The land use plan reflects this pattern with the different edges caulking the crevices between districts they have created.

Nodes

Nodes are focal points, usually occurring at a convergence of paths. A concentration of use or purpose characterizes the node, as demonstrated by a major shopping center or an enclosed square. As a core, it may symbolize a district because its influence radiates to adjacent areas. The node is often the dominant feature of an image.

The nodes in the Ukiah General Plan are: the Mendocino County Courthouse, the Redwood Empire Fairgrounds, the new Civic Center, the new Ukiah High School, and the revitalized downtown business district. Nodes attract a concentration of people so circulation and ancillary services reflect this.

Districts

Districts are sections of a city which the observer mentally enters "inside of" and which are recognizable by some common, identifying character. Districts, or neighborhoods, give substance to the personality of a city, as well as providing convenient geographical reference points.

The districts delineated in the Ukiah General Plan include: the downtown Ukiah commercial center, the residential neighborhoods (Rogina Heights, Sulphur Creek, Vichy Springs, etc.), the industrial park, the golf course park area, and the institutional stretch along Low Gap Road. Zoning is a major factor in determining districts. However, the design of the development is the ultimate determinant of a district's character.

Landmarks

A landmark is a simply defined physical object: a building, a sign, a tower, a store, or a mountain. Some landmarks are visible at great distances from many angles; others are only locally visible from restricted approaches. The landmarks of lesser importance - trees, storefronts, signs - are the composite details of the urban image. Landmarks are clues to direction and identity. The larger landmarks in the Ukiah General Plan include: Lake Mendocino, Cow Mountain, the KUKI Tower, the Mendocino County Courthouse, the movie theaters, the lumber yards, the vineyards, the airport, and the Mendocino State Hospital. Smaller landmarks are often more personal - a friend's house, a favorite bar, an alluring shop window, or a distinctive tree. The landmarks in Ukiah communicate the personality of the Yokayo Valley to the observer.

ACTION PROGRAM

The following steps are recommended to improve community

design and visual image in Ukiah:

1. A comprehensive community design manual should be prepared in order to effectively communicate design standards to all those who are intimately involved with development in Ukiah - the various municipal employees, contractors, utility personnel, subdividers, nurserymen, and resident "do-it-yourselfers." This manual would provide a coordinated design vocabulary for buildings, streets, parks, and open spaces in Ukiah. It would include recommendations for paving, lighting, sign graphics, types of trees, street and park furniture, architectural massing, exterior finishes - all contributing to a more orderly image for Ukiah.
2. The hillsides are a prime component of Ukiah's image and the views of them should be protected and enhanced. High rising construction that interferes with a satisfying vista should be prohibited; ascending development that eats into the scrub covered slopes should not be allowed. This involves careful treatment of the linear views seen down corridors like the freeway or the Low Gap Canyon and the horizontal views seen as a backdrop across town. The hills are natural edges defining the Yokayo Valley as a natural district.
3. The agricultural character of Ukiah should be made more apparent. Fields, vineyards, and orchards should come as close to major thoroughfares as possible, without the interference of opaque fencing or dense shrubbery. For visual reasons, as well as for economic and ecologic reasons, good farmland should not be replaced by non-agricultural land uses.
4. A scenic route should be mapped to guide the driver or cyclist through the most attractive and informative areas of Ukiah. Ukiah should be proud of its image and encourage residents and visitors to explore it. This type of serpentine tour would complement the more efficient, grid-like paths that distribute people to various nodes across town.
5. The residential areas east of the Russian River should be developed with sensitivity to the lay of the land. The terrain demands cluster arrangements compatible with the land form rather than the traditional tract

arrangement, platted oblivious to the landscape.

6. The entry to Ukiah from the north and the south should be clearly identified. This entails more than just a sign. It involves a design study that would create an entry sequence by means of landscaping, paving, lighting, and vistas. Driving on Route 101, the motorist should feel as if he has really arrived in Ukiah.
7. A full-scale urban design study should be prepared for downtown Ukiah. This report would resolve the several issues which determine a viable business district: site plans for key civic buildings (courthouse, city hall, civic center), circulation (for pedestrians, cyclists, motorists, and deliveries), and future growth patterns. These considerations can "make or break" the economic base of an urban commercial center. In addition, the urban design study would analyze the appropriate use of malls, street furniture, commercial graphics, facades, paving materials, trees, lighting, kiosks, maps, directories, and median strips. An urban design study of this nature is essential to the revitalization of downtown Ukiah and the creation of a node for all of Mendocino County.
8. Low Gap Road, as a path between several major Ukiah institutions, should be treated as a landscaped boulevard. Well planned and planted, Low Gap Road will enhance the cooperative efforts of Ukiah High School. It will better weave the fairgrounds, the cemetery, the County property, the vocational school, and Frank Zeek Elementary School into the urban fabric of Ukiah.
9. A street tree program should be instituted in Ukiah and the use of native California trees should be encouraged. By designating different trees for different districts, the identity of a neighborhood becomes more distinct.
10. Utility wires should be installed underground whenever possible. This recommendation refers both to future development and remedial treatment of existing overhead lines. Undergrounding is particularly important on State Street and in the downtown core area.
11. Commercial signs should be regulated as to size, height,

projection, placement, and materials. Limitations should be placed on garish advertising typified by the flashing signs of automotive commerce. This effort will considerably contribute to the revitalization of downtown Ukiah, as well as "cleaning up" the strip development along old Route 101.

12. The new freeway should be extensively landscaped with high quality plant materials in order to improve the visual experience of both the driver on the road and the land user. The verdure will buffer the noise, as well as create a more satisfying transportation environment. This landscaping can be in the form of vineyards and orchards, as well as the more traditional use of ornamentals.
13. Similarly, the corridors along streams should receive special landscape attention. Native plant materials and erosion prevention measures should be utilized to the fullest degree. Building setbacks should be established to protect the stream channels.
14. The City of Ukiah should set an example by its maintenance of streets and public facilities. This will encourage optimum maintenance of private property and a continual upgrading of the visual character of Ukiah.

XVIII. IMPLEMENTATION TECHNIQUES

The following techniques are suggested for use in the implementation of the system.

GENERAL IMPLEMENTATION

1. System Design

Administrative and technical design is the first step in the implementation of the system. It involves the determination of the system's objectives, the identification of the system's components, and the development of a system architecture. The system architecture should be designed to meet the system's objectives and to be flexible enough to accommodate future changes. The system architecture should also be designed to be easy to implement and to maintain.

2. System Development

System development is the process of creating the system's components and integrating them into a single system. It involves the development of the system's hardware, software, and documentation. The system's hardware should be designed to meet the system's requirements and to be easy to maintain. The system's software should be designed to meet the system's requirements and to be easy to use. The system's documentation should be designed to provide information about the system's components and their interrelationships.

3. System Testing

System testing is the process of verifying that the system meets its requirements and that it is easy to use. It involves the development of test cases, the execution of the test cases, and the analysis of the test results. The test cases should be designed to verify that the system meets its requirements and that it is easy to use. The test results should be analyzed to determine if the system meets its requirements and if it is easy to use.

4. System Deployment

System deployment is the process of installing the system on the target hardware and making it available to the users. It involves the installation of the system's hardware, software, and documentation. The system's hardware should be installed on the target hardware and the system's software should be installed on the target hardware. The system's documentation should be made available to the users.

IMPLEMENTATION TECHNIQUES

XVIII. IMPLEMENTATION TECHNIQUES

The following techniques and programs may be used in implementing the Ukiah General Plan.

FEDERAL FUNDING PROGRAMS

Legacy of Parks

Administered by the Department of Housing and Urban Development (HUD), the program was designed to assist local governments in improving the environment and in meeting recreation and open space needs in urban areas. The Legacy of Parks emphasizes small neighborhood parks and places high priority on developing land already in public ownership. The grants provide at least 50 percent of the cost of acquisition and development and may provide up to 75 percent for sites which are proven to guide and shape sound urban development.

Land and Water Conservation Fund Grants

Administered by the Bureau of Outdoor Recreation of the Department of the Interior it provides financial assistance to State and local governments for acquisition and development of recreation areas and facilities to meet current and future needs. Grants may range up to 50 percent.

Recreation and Public Purposes Act

Administered by the Bureau of Land Management, Department of the Interior, funds are provided to local agencies for the lease or acquisition of available public land for historical monument, recreation, and public purposes.

Highway Beautification Act

Administered by the U. S. Department of Transportation it provides for financial assistance to State highway departments to be used for highway landscaping, rest stops, roadside

recreation areas, and general scenic enhancement. Local governments may make application for the funds through the State.

Federal Revenue Sharing

Designed to be project oriented the option is left open to local jurisdictions for the use of their Revenue Sharing funds. A legitimate use is for open space acquisition, park development, and environmental enhancement.

Other Funding Programs

A variety of Federal and State matching grants are available for the restoration and maintenance of environmental quality. These include funds from the Environmental Protection Agency for water and waste facilities planning, water reclamation projects; the State Wildlife Restoration Fund, administered by the Department of Fish and Game for acquisition and development of significant wildlife areas.

REGULATORY POWERS

Lot Size Requirements

The requirement for large lot size has been widely used in urban areas in an attempt to preserve open space by discouraging development or by so diffusing it as to maintain an open character to the land. However, when used as a tool for open space preservation, care must be taken to require sufficiently large enough parcels. Otherwise, the trend might result in the diffusion of a subdivision with resultant higher and less efficient costs of services.

Setbacks

Setback requirements can be used to preserve some minimal privately usable open space in built-up areas and could be used to protect fire breaks, for scenic purposes, to protect natural water courses along minor streams, and to require that no structures be built in known fault zones that can be defined in precise terms.

Cluster Development

This technique, sometimes referred to as "Planned Community Zoning", establishes a maximum density or number of dwelling units which can be developed in an area and permits local governments to work with the developer to determine where development should occur and what part of the site should remain as open space. The open space can be privately owned through a dedication to a property owner's association (perhaps with an easement given to the local agency) or open areas can be dedicated in fee to the local jurisdiction, or a combination of both techniques can be used.

ACQUISITION TECHNIQUES

Fee Simple

The most commonly used method of acquiring land is buying it outright - buying the fee simple. However, sometimes overlooked are methods to purchase land on an installment basis or purchase with leaseback. The former allows governmental entities to buy land over a period of years. The benefit is that advantage can be taken of low land prices even though government may not desire to spend the full purchase price in any given fiscal year. This situation is particularly prevalent during times of economic recession when land prices are low.

Purchase with leaseback is particularly appropriate with regard to farming. Many people desire to continue farming their land; however, increases in water costs, farm labor costs, machinery costs, and high land taxes often make farming economically unfeasible. Under a purchase-with-leaseback plan, government buys land and leases it back to the farmer at a modest rate.

Should the City not have the funds to purchase a given piece of property when an opportunity presents itself, an alternative method of purchase might be buying the property on installment. By this method, instead of waiting until the full amount is on hand, the County could enter into an agreement with the owner to purchase the property over a period of years. For example, if a seller is willing to sell his property, he may elect to accept payment over, say, a ten year period with installments of 10 percent each year. In

return, he could remain on the property for the ten year period.

Easements

Public agencies may elect to acquire just certain rights to property, rather than the fee simple. For example, a property owner may choose to negotiate a scenic or open space easement on a portion of his property. In exchange for agreeing not to develop that portion of the property, the owner receives lower tax assessments.

The authority to negotiate easements for open space use is obtained in two State statutes: the Open Space and Scenic Land Acquisition Act of 1959 and the Open Space Easement Act of 1969.

OTHER TECHNIQUES

Bonds

People throughout the State have shown increased recent concern for open space and environmental issues and the voters of many communities have been passing bond issues at general elections.

Gifts

Beyond charity as a gift to society, incentives can accompany the giving of land. By the principle of "unlimited deduction" an individual may receive more than usual tax credit for donations when the donation is to a public agency for open space, park, or recreation purposes.

Another method to encourage the giving of land is the gift-with-life-tenancy approach. An individual gives his land and retains the right to live on the land. Usually accompanying this right, as an incentive, is a release of the individual from paying taxes on the property.

Purchase and Leaseback

This technique allows a local agency to purchase or otherwise acquire title to land and lease it back to the original owners, or other parties, with restrictions allowing only

open space uses. This is particularly suitable for areas with productive value, such as agricultural lands.

Revenue bonds could be used to finance the original purchase and could be retired by the lease income received.

Purchase and Saleback

This method allows land to be resold for private use subject to a covenant controlling future use of the property. The covenant could be to permit only open space or agriculture.

Excess Condemnation

This technique involves the purchase of more land than is actually needed for a specific public project, such as a roadway or public building, in order to create a buffer. This technique holds particular promise as a means of combining open space preservation with other public uses and achieving economics through a single negotiation and purchase.

Advance Purchase

The practice of acquiring land before the actual time of need - advanced purchase - is a technique frequently utilized to obtain public facilities sites in order to take advantage of lower land costs before development occurs.

User Taxes

Taxes may be applied to such items as sporting goods, recreational vehicles, and even horses, and the resultant revenues used for open space acquisition, trail development, or provision of recreational facilities.

In summary, any agency will benefit if a great variety of implementation techniques and funding sources are used. A successful open space/conservation, recreation, or scenic highways program depends upon the use of a variety of sources, ingenuity, and the ability to grasp opportunities as they arise.

77 02122

U.C. BERKELEY LIBRARIES



0123320433

